

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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CLEARING-HOUSE RETURNS.

Since we absorbed THE PUBLIC newspaper about a year ago, we have frequently been requested to revive the table of clearings which that paper always published. As the Boston Post had begun the publication of a similar table a short time previous, we did not think its revival important enough to devote the necessary space to it. Lately, inquiry for the same information has come from some of our foreign subscribers and we have received an especially urgent letter on the subject from the Manager of the Bank of France. Altogether, therefore, we have been induced to change our determination, and to-day begin the publication of the clearings. It will be noticed that we have modified the form of the table materially by arranging the clearing-houses in geographical districts as near as may be. This, we think, makes the information much more useful. We also give a few lines following the New York clearings for a weekly record of the sales of stocks, grain, cotton and petroleum at the New York Exchanges.

	Week Ending September 27.			Week Ending Sept. 30.	
	1884.	1883.	Per Cent.	1884.	Per Cent.
New York.....	\$491,357,081	\$763,567,336	-35.6	\$492,000,878	-29
Sales of—					
(Stocks...shares.)	(1,633,195)	(2,081,596)	(-38.7)	(1,663,460)	(-16.1)
(Out...bales.)	(500,000)	(469,300)	(+6.5)	(539,400)	(-21.0)
(Grain...bushels.)	(35,156,037)	(36,393,465)	(-3.4)	(39,935,112)	(+3.1)
(Petroleum...bbls.)	(64,667,000)	(44,050,000)	(+46.8)	(70,711,000)	(+25.5)
Boston.....	\$52,040,678	\$59,482,125	-12.5	\$57,476,057	-11.3
Providence.....	3,193,000	4,183,800	-23.7	4,110,200	+0.5
Hartford.....	1,404,397	1,674,855	-16.1	1,485,488	-5.9
New Haven.....	960,412	1,060,809	-11.9	1,032,927	-11.0
Portland.....	950,975	1,050,978	-9.5	954,671	-1.5
Worcester.....	607,853	805,743	-17.1	797,707	-2.3
Spr ngfield.....	613,705	848,104	-27.6	638,359	-22.3
Lowell.....	368,071	448,021	-11.1	409,334	-15.1
Total N. England.....	\$60,928,851	\$69,584,480	-13.4	\$66,914,435	-10.6
Philadelphia.....	\$42,772,820	\$51,762,512	-17.4	\$46,436,492	-16.9
Pittsburg.....	6,032,776	8,239,620	-15.9	6,597,011	-5.0
Baltimore.....	10,830,979	14,380,342	-24.7	11,951,716	-23.5
Total Middle.....	\$60,536,575	\$74,382,474	-18.6	\$64,985,219	-18.2
Chicago.....	\$41,447,085	\$44,788,211	-7.5	\$40,828,378	-15.5
Cincinnati.....	7,963,150	9,030,850	-15.1	9,400,000	-2.8
Milwaukee.....	3,193,813	3,001,421	+6.4	2,840,000	-3.8
Detroit.....	2,502,422	2,743,385	-5.5	2,502,151	-5.1
Indianapolis.....	1,216,433	1,332,089	-1.3	1,135,854	-22.4
Cleveland.....	1,744,020	1,870,147	-7.2	2,082,001	-3.1
Columbus.....	1,202,236	1,358,080	-11.5	1,468,104	+1.5
Peoria.....	868,233	1,072,350	-19.0	875,401	-12.1
Total Western.....	\$50,920,645	\$65,106,539	-7.9	\$61,212,789	-12.2
St. Louis.....	\$13,754,775	\$17,658,858	-19.3	\$14,010,950	-17.3
New Orleans.....	4,490,892	6,911,893	-35.0	5,407,733	-14.4
Louisville.....	2,957,234	3,780,011	-21.8	3,483,937	-19
Kansas City.....	4,092,393	2,451,900	+66.9	3,471,195	+71.5
Memphis.....	490,700	767,287	-35.1	334,148	-42.3
Total Southern.....	\$25,791,994	\$30,967,919	-16.7	\$26,757,083	-11.6
San Francisco.....	\$10,582,427	\$12,955,873	-18.3	\$12,641,490	+0.4
Total all.....	\$708,427,153	\$1,016,563,630	-30.3	\$724,581,097	-25.1

Of course the foregoing is but an imperfect indication of the activity of legitimate business, especially in New York and some of the Western cities. This is chiefly due to speculative operations, which at the Stock Exchange and in leading trades so decidedly outnumber actual transactions, and which may be as large or larger in the midst of general depression and on a declining market as in good times and a rising market. It is for this reason we have inserted in the above, the total sales at our leading New York Exchanges for the two years which represent a difference in total values (if we estimate that each transaction covers two checks) which would in good part account for the difference in clearings for the two years at this city.

Still the table, it will be seen, presents a uniform loss in all sections, which is fairly in keeping with the spirit of the times, and undoubtedly reflects, though it is by no means a measure of, the loss in business activity. For the whole country the returns are 30.3 per cent below those of the corresponding week last year, while for the previous week they were 25.1 per cent below. Taking the cities separately we have great variability shown. Those classified as Western return the smallest loss, probably because of the improved crop movement.

THE FINANCIAL SITUATION.

The stock market has in the main reversed its tendency this week. Last week it developed a decidedly downward proclivity; this week it recovered, not fully nor uniformly, nor constantly, but irregularly and feverishly. Report says that the cliques are feeding out long stock at every rise and lessening their holdings. We doubt it, for there seem to be few buyers, except those short of the market, and free selling by the crowd at every rise, the present temper of the street being obviously bearish. On the other hand the interest of holders forces them to protect their specialties within certain limits, and hence between the two this see-saw motion is kept up.

What are known as the Vanderbilt properties have, however, all of them at times been prominently weak. Various theories are advanced to explain this condition. They certainly have had no support and considerable long stock it is understood has been marketed. A story which found many believers and has affected the price of West Shore bonds, is that Mr. Vanderbilt has acquired the West Shore Railroad and that New York Central and Lake Shore are depressed artificially so as to enable the managers to buy them in at low rates and get advantage of the rise sure to follow on the announcement of the acquisition of this new rival. Of course the proceeds of the 10 million bond negotiation of the Central are in part the fund that make the purchase. This is an ingenious theory and came all the way from Boston. The rumored purchase has the advantage of being in accord with the wish of all holders of share property and especially of trunk-line property, and of being supported by the precedent the Nickel-Plate purchase established. Furthermore it is a reasonable presumption that Mr. Vanderbilt would buy West Shore at any moment if he could get it cheap enough. But at the same time there is no evidence at all that he has done so as yet, or that the road is in a shape which would permit of the transfer, or that he has depressed or would find any profit in depressing his other properties as a part of the scheme.

A leading position in the nominal influences affecting the general market (nominal, because for the time being manipulation is the actual motor) has been secured for the trunk line pool. One day a cut to 15 cents the 100 pounds from Chicago, and general demoralization in Western pool lines, was reported; following this came the statement that the American lines had united in a proposition to the Grand Trunk to have a new arbitration, but requiring the Canada road to adjust differences according to the previous ruling of the arbitrators; next came the order from Commissioner Fink, restoring east-bound rates to the basis of 20 cents per 100 pounds on grain; finally, the report was received that the Commissioner had assurances that the Grand Trunk would accept the proposition made it, and then on Friday a further advance in freight rates to 25 cents was announced. All this goes to show that the managers of the different roads are doing their utmost to keep rates up on a paying basis. Furthermore, and in the same interest, is the new rule adopted by the pool, which requires that hereafter roads exceeding their percentages must turn over the gross amount received in excess of their allotment, instead of, as heretofore, deducting from the amount due the cost of transporting the excess. Certainly all these are indications promising well for the future income of the roads, so far at least as large crops can contribute to it.

With regard to general business the week has brought no special changes, nothing having occurred in commercial circles affecting Wall Street values. Without doubt

quietness prevails in almost all departments of trade, while the production and the distribution of goods is on a restricted scale with prices far from satisfactory. This is very likely due in some measure to the growing interest felt in the election which is now becoming quite absorbing, being only one month off; but it is wholly in keeping with the course of events during recent months. For it is impossible that the people should purchase goods as freely as usual after the disasters which have occurred since May in all lines of business. The Mercantile Agency of Messrs. R. G. Dun & Co. have furnished us this week their usual statement of failures for the three quarters of the year closing with October 1st. This record in one view tells little but what the country knew, for all were prepared to see large totals. Yet it enables us to measure with more accuracy the strain our business interests are enduring and the degree of its increasing severity. We give below the results for the three quarters by sections and follow that by the figures for nine months for three years.

States and Territories.	First Quarter.		Second Quarter.		Third Quarter.	
	Number of Failures.	Amount of Liabilities.	Number of Failures.	Amount of Liabilities.	Number of Failures.	Amount of Liabilities.
Eastern.....	424	\$3,483,635	319	\$5,454,360	324	\$4,225,338
Middle.....	736	13,553,838	519	59,071,533	605	23,660,100
Southern.....	775	8,047,258	408	7,158,527	365	4,730,640
Western.....	993	10,144,348	677	10,087,735	734	20,947,040
Pacific & Ter.	368	4,957,890	201	2,419,119	318	3,058,608
Total.....	3,296	\$40,186,978	2,214	\$84,204,304	2,346	\$50,627,821
Canada.....	461	\$5,006,011	291	\$5,736,580	227	\$4,112,802

States and Territories.	Nine Months in 1884.		Nine Months in 1883.		Nine Months in 1882.	
	Number of Failures.	Amount of Liabilities.	Number of Failures.	Amount of Liabilities.	Number of Failures.	Amount of Liabilities.
Eastern.....	1,067	\$3,163,393	837	\$0,247,928	550	\$0,745,941
Middle.....	1,890	\$6,288,561	1,471	\$0,150,565	1,201	\$0,207,397
Southern.....	1,548	\$0,952,490	1,265	\$2,853,637	1,220	\$0,107,107
Western.....	2,404	\$1,170,123	2,002	\$2,844,275	1,571	\$2,084,340
Pacific & Ter.	977	\$0,435,026	705	\$7,165,513	546	\$4,388,908
Total.....	7,886	\$11,019,103	6,440	\$18,261,918	4,897	\$9,523,813
Canada.....	979	\$4,855,492	1,001	\$1,088,051	537	\$5,832,552

It is a remarkable feature of the above that the increase in liabilities indicated is almost wholly in the Middle and Western States. Those are the sections where nearly all the bank failures occurred, 13 national banks, 20 State banks, besides 15 savings banks, or 48 banks in all, having closed their doors since the first of January, 1884, against 9 of all kinds during the same months last year. With such a record as that, of course our people must be crippled, the indirect losses and strain being even greater than those more immediate. One can scarcely over-estimate the loss in working capital our merchants have suffered since May by the withdrawal of banking facilities which a general weakening of credit has produced. An indication of the change can be obtained by offering a little single-name paper, an easy mode in prosperous times of increasing working capital. But we have not space to enlarge upon these matters here. The following affords an interesting comparison with previous years' totals.

	First Quarter.		Second Quarter.		Third Quarter.		Total Three Quars.	
	No. Fail-ures.	Amount of Liabilities.	No. Fail-ures.	Amount of Liabilities.	No. Fail-ures.	Amount of Liabilities.	No. fail-ures.	Amount of Liabilities.
1870....	2,806	\$61,044,150	1,794	\$43,771,273	2,450	\$47,857,371	7,050	\$156,272,800
1877....	2,809	\$4,538,074	1,880	\$5,008,097	1,816	\$2,346,085	6,505	\$11,952,256
1878....	3,355	\$2,078,826	2,470	\$8,793,940	2,853	\$6,378,303	8,678	\$19,211,129
1879....	2,524	\$3,112,095	1,254	\$2,696,725	1,362	\$5,275,550	5,320	\$11,084,340
1880....	1,432	\$2,777,074	1,065	\$0,111,680	979	\$2,121,422	3,476	\$5,010,185
1881....	1,761	\$2,447,270	1,105	\$6,409,395	1,024	\$0,112,365	3,890	\$5,050,010
1882....	2,127	\$3,338,271	1,470	\$7,342,649	1,300	\$8,942,806	4,897	\$6,523,813
1883....	2,821	\$8,372,643	1,816	\$7,816,391	1,803	\$2,072,884	6,440	\$18,261,918
1884....	3,296	\$40,186,978	2,214	\$84,204,304	2,346	\$50,627,821	7,856	\$181,019,103

The above carries us back at once to 1877 and 1878, and brings out clearly enough the fact that not since the latter

year (when we were preparing for the resumption of specie payments) have our mercantile disasters been so heavy or numerous as now. The record is well worthy of careful study. We would commend the figures especially to our Congressmen. Out of industries thus crippled taxes are being drawn which have never been exceeded but for two years. The Government has issued its monthly figures of revenue this week, and we have received the following statement of them, which covers the first quarter of the year.

Government Receipts from—	1884.			1883.		
	August.	Septemb'r	Since July 1.	August.	Septemb'r	Since July 1.
Customs.....	\$ 18,413,708	\$ 17,662,033	\$ 53,526,869	\$ 18,585,148	\$ 17,769,580	\$ 57,283,907
Internal revenue	9,506,308	9,636,839	28,101,101	9,845,599	10,183,366	28,913,443
Miscel's sources	9,446,492	1,229,634	8,241,652	2,757,104	2,170,903	7,135,306
Total receipts.	31,366,508	29,229,120	89,869,622	31,188,252	30,143,701	93,332,710

Notwithstanding the general depression in business and the decreased imports, the revenues for the last two months are only about \$736,000 less than for the same two months of last year. That is to say, we are to have this year over a hundred millions of surplus, the accumulations even in August reaching the large total of over 12 million dollars. Our people do not recognize the severity of this burden or the important bearing it has on our present industrial prostration. If they did, they would be more watchful of the Congressmen they elect, and be sure that they were in favor of reducing taxation to the absolute wants of the Government, whatever else they might profess or believe.

Foreign exchange has fallen one cent this week in consequence of the pressure of bills, chiefly those drawn against cotton, but in part also due to the marketing of bankers' drafts, some of which are against recent bond negotiations and others against Western land sales. The demand is not very urgent, and this is another reason for the heavy tone. Rates are now so close to the gold-importing point that a movement from London for New York can be looked for at any time. It may not be large, however, for money is hardening in London, the Bank of England is steadily losing bullion, and the proportion of reserve to liabilities, now 38 per cent, is so low as to justify expectations of an advance in the minimum rate of discount. Therefore any decided movement of gold to this country will undoubtedly be resisted so far as possible by the Bank of England, and it is quite likely that in lieu of gold more of our securities will be sent home.

Louisville & Nashville report for the year ended June 30, 1884, submitted at the annual meeting on Wednesday, clearly defines not only past operations but the company's present needs and also the future call upon earnings; that is, it shows the draft existing charges and obligations will make on the income of the current year. The floating debt proves to be just about as rumor had stated it—somewhat over five millions. Bills payable aggregate \$3,599,266, and other items of accounts due or payable raise the amount of current liabilities to \$5,346,111, to which \$235,000 is added for sinking funds past due, making the gross debt \$5,581,111. There is no attempt to understate the amount. On the contrary, in the matter of fixing the proper offsets against this debt, the managers would have been justified in making a much more liberal allowance than they actually have. They deduct nothing but \$297,316 of cash held and \$529,917 due from transportation, reducing the net debt to \$4,753,878, whereas we think that \$608,391 of bills receivable could also have fairly been included in the offsets, and possibly also \$784,495, "due from railroads, "and persons." Still, figuring on a demand debt of

\$5,000,000, the stockholders at their meeting authorized the five million new mortgage talked about, the directors to be at liberty to dispose of the same and also of the \$5-000,000 of unissued stock in the company's treasury—either separately or jointly—on such terms as they may see fit.

As regards the operations for the late fiscal year, the results do not differ very greatly from those of the preliminary statement issued early in August, and, considering the surroundings, they are certainly quite satisfactory. The net earnings from operations were \$5,527,310, which taxes of \$309,452 reduced to \$5,217,858, and other income of \$272,835 swelled to \$5,490,693. The call for interest and rentals was \$4,363,356, which left a balance of \$1,127,337. This balance was used in the payment of sinking funds and car trusts, in making advances to leased and connecting roads, and some of it also for construction purposes. It may fairly be disputed whether the greater part of these latter items constitute a legitimate charge against net income. Certainly new construction work cannot be regarded as such. As to sinking fund or car trust payments, we will not attempt an answer, but give below a brief summary, arranged to show the company's income on one side of the statement, and the items of payments on the other. From the payments we have taken out the charge for new construction, but have allowed for \$235,000 on account of sinking funds which it appears have not yet been met.

<i>Louisville & Nashville.</i>	<i>Income.</i>	<i>Year 1883-84.</i>	<i>Payments.</i>
Gross earnings.....	\$ 14,351,093	For interest and rentals	\$ 4,363,356
Operating expenses....	8,823,783	Leaving balance...	1,127,337
	5,527,310	Car trust payments....	268,000
Taxes.....	309,452	Sinking fund payments	165,477
Net earnings.....	5,217,858	Sinking fund past due.	235,000
Income from investments	272,835	Adv'ces to leased roads.	389,148
Total income.....	5,490,693		1,057,625

The above is chiefly interesting because it serves as a basis for determining the increase in charges that will be required in the present year. Supposing the floating debt funded into mortgage bonds, as proposed, the report figures the total charge for interest and rentals at \$4,389,525, which is only \$26,169 more than was paid in the late year. That is certainly a very gratifying feature. As to other items, car trust requirements will be \$305,018, against \$268,000 in 1883-4, and sinking fund payments will be \$471,971. On the latter account \$165,477 was actually paid in the late year, and \$235,000 for the same account appears past due, giving a total of \$400,477, so that there would be a gain in this item in the present year of about \$71,000. On the Georgia lease the Louisville & Nashville had to meet an outlay of only \$10,999 in the late year. On the Pensacola & Atlantic road the Louisville & Nashville paid \$156,011 during the year, which is included above under the head of "advances to leased and connecting roads." The company is responsible for the full amount of 6 per cent interest on the \$3,000,000 Pensacola & Atlantic bonds outstanding, in case that road cannot meet the amount itself. It will be observed that the increase in these different items is in no case very large, and that on the basis of last year's net income the Louisville & Nashville could meet the increased charge for interest, pay sinking funds and car trusts in full, and also contribute \$180,000 on the Pensacola & Atlantic road, and yet retain a balance of about \$140,000. Taking interest and rentals alone, the balance would be about \$1,100,000. We have the actual net for July—the first month of the current year—and these are \$2,526 behind those of a year ago, and we also have the approximate net for August, showing a loss of \$46,255, or a total for the two months of \$43,781

Philadelphia & Reading's statement for the month of August shows us what a good account that company can give of itself when unhampered in its work. There was no restriction of coal production in that month, and with the summer season favoring the Central of New Jersey on suburban traffic, the net earnings reached very nearly two million dollars—actually \$1,928,880. August last year was also a month of full time, and then the company earned over two millions net—\$2,052,578. The falling off of \$123,698, it would appear, is the result of the existing depression in business, for we notice that the company had a merchandise tonnage of only 747,976 tons this year, against 902,166 tons in August, 1883, and carried only 2,296,192 passengers, against 2,484,450 last year. To show the effects of this diminished business on gross and net earnings separately, as well as to bring out the result on the Coal & Iron Company distinct from that of the Railroad Company, we have prepared the following statement in our usual form.

PHILA. & READING.	August.		Dec. 1 to Aug. 31.	
	1884.	1883.	1884.	1883.
<i>Railroad Company.</i>				
Gross earnings.....	\$ 3,299,015	\$ 3,338,033	\$ 22,583,116	\$ 19,278,359
Expenses.....	1,581,822	1,619,091	13,256,748	10,154,001
Net.....	1,717,193	1,918,942	9,326,368	8,824,358
<i>Coal & Iron Company.</i>				
Gross earnings.....	1,948,741	1,866,105	11,546,801	11,547,489
Expenses.....	1,737,054	1,732,469	11,736,960	11,263,697
Net.....	211,687	133,636	809,841	283,792
Total net of both Co's.....	1,928,880	2,052,578	9,136,207	9,108,150
Deduct Central New Jersey rental for Dec. to May, inclusive, when road was not operated in previous fiscal year.....			2,938,349	.....
Result.....			6,197,858	9,108,150

* Including \$1,844,331 gross earnings, \$3,028,447 expenses and \$1,815,884 net earnings of the Central of New Jersey, not included in the previous year.

The loss here for the month, it will be seen, is wholly on the Railroad Company, the Coal & Iron Company, as a result of the augmented production of coal, showing an increase in both gross and net. The decrease on the Railroad Company reaches \$239,000 in gross earnings, against which there was a decrease of only \$37,000 in expenses, so that net are nearly \$202,000 smaller than in August, 1883, this loss, however, being reduced to \$124,000 on the combined companies by the gain of \$78,000 on the Coal & Iron Company. The small decrease effected in expenses makes it clear that very little progress has yet been made in introducing the measures of economy of which the public prints have said so much. Nine months of the company's fiscal year had elapsed to the end of August, and from the statement before us it would seem that the property had in this period done fully as well as in the same period of the preceding year, the net for the two companies being reported at \$9,136,207, against \$9,108,150. But 1884 includes six months of the Central of New Jersey not included in 1883, and deducting the rental which the Reading had to meet in this period, leaves the actual net only \$6,197,858, against \$9,108,150 in 1883, a loss of \$2,910,292.

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Sept. 20.		Sept. 30.		Oct. 1.		Oct. 2.		Oct. 3.	
	London prices.	N.Y. prices.	London prices.	N.Y. prices.	London prices.	N.Y. prices.	London prices.	N.Y. prices.	London prices.	N.Y. prices.
U.S.4s.c.	119.435	120 1/2	119.672	120 1/2	119.91	120 1/2	119.91	120	119.67	119 1/2
U.S.4 1/2s.c.	111.79	112 1/2	112.03	112 1/2	112.15	113 1/2	112.03	112 1/2	111.79	112 1/2
Erie.....	13.58	14	13.64	13 1/2	14.42	14 1/2	14.18	14 1/2	13.80	13 1/2
2d con.	54.44	54 1/2	53.63	54 1/2	55.65	56	55.65	55 1/2	54.62	54 1/2
Ill. Cent.	123.19	123 1/2	122.94	123 1/2	123.55	124	123.43	123 1/2	123.54	123 1/2
N. Y. C.	93.125	94 1/2	94.065	95 1/2	96.03	96 1/2	95.06	95 1/2	94.2	94 1/2
Reading	12.73	13	12.73	12 1/2	13.21 1/2	13 1/2	13.09	13 1/2	12.9	12 1/2
St. Paul.	76.6	80 1/2	76.755	77 1/2	78.69	78 1/2	78.62	78 1/2	77.55	77 1/2
Can. Pac.	43.40	44 1/2	43.02	44	44.13	44	43.77	44	43.4	44
Exch'ge, cables.	4.85		4.85		4.85		4.85		4.84 1/2	

* Expressed in their New York equivalent.
† Reading on basis of \$50, par value.

‡ Ex-Interest.

Bankers' balances were a little more active and higher at the Stock Exchange early in the week, but they subsequently fell off, although there is a little better demand. At the Western centres money is in good supply, but there has latterly been an inquiry from the South upon Cincinnati and Louisville which resulted in a call for balances held here for the account of the interior banks. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending Oct. 3, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,316,000	\$847,000	Gain. \$469,000
Gold.....	.....	*970,000	Loss. 970,000
Total gold and legal tenders.....	\$1,316,000	\$1,817,000	Loss. \$501,000

* \$920,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have gained \$5,500,000 through the operations of the Sub-Treasury. Adding that item to the above, we have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Oct. 3, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,316,000	\$1,817,000	Loss. \$501,000
Sub-Treasury operations, net.....	5,500,000	.....	Gain. 5,500,000
Total gold and legal tenders.....	\$6,816,000	\$1,817,000	Gain. *\$4,999,000

* This gain will not count in full in this week's return, since the Treasury payments for interest and called bonds (on which the gain is based) occurred in the latter part of the week, while the banks report merely the averages for the whole six days.

The Bank of England reports a loss of £796,758 bullion for the week. This represents £131,000 sent abroad and £665,758 sent to the interior. The Bank of France shows a decrease of 3,676,000 francs gold and an increase of 924,000 francs silver. The Bank of Germany, if correctly reported, has lost 28,916,000 marks specie. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	October 2, 1884.		October 4, 1883.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£ 21,799,392	£ ..	£ 23,755,283	£ ..
Bank of France.....	42,033,034	41,160,354	38,962,162	41,010,435
Bank of Germany.....	6,914,800	20,744,400	6,706,750	20,120,250
Total this week.....	70,747,226	61,901,754	69,424,135	61,130,685
Total previous week.....	72,047,086	62,716,465	70,243,634	61,765,536

The Assay Office paid \$208,508 through the Sub Treasury for domestic bullion and \$181,641 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificate.	Silver Certificate.
Sept. 26...	\$402,454 38	\$6,000	\$176,000	\$78,000	\$143,000
" 27...	349,375 24	5,000	132,000	76,000	135,000
" 29...	413,948 26	5,000	194,000	108,000	103,000
" 30...	438,176 16	8,000	170,000	90,000	169,000
Oct. 1...	248,574 43	5,000	106,000	39,000	99,000
" 2...	379,757 29	3,000	125,000	185,000	66,000
Total...	\$2,232,285 76	\$32,000	\$903,000	\$576,000	\$720,000

ST. PAUL'S CURRENT INCOME.

Chicago Milwaukee & St. Paul stock is the enigma of Stock Exchange circles. Why a property that has for so many years paid 7 per cent should sell below 80, why, even at that price, it should be so easy to depress it notwithstanding the efforts of cliques to sustain it and the assurance of a large grain tonnage the ensuing twelve months, why, if it possesses the merits claimed, it should ever have got as low as 58 1/2 last June without any other apparent reason than that a financial panic had occurred to shake up the business world,—these are questions pro-

pounded every day, and up to this time they have failed of any satisfactory answer, though many have been the attempts to solve the mystery.

A plausible though not in itself a sufficient reason for the weakness, is the extent of the company's debt. But what matters it whether the debt be large or small if earnings are sufficient to take care of it, as has been the case in the past. To be sure, the company has only lately placed on record an additional mortgage for five millions, and to be sure also the gradual piling up of debt in these depressed times is neither assuring nor desirable. Still, the main point to consider is whether earnings—not gross necessarily, but net rather—are keeping pace with the growth in charges. This is the point which requires careful investigation, and the one which we propose to examine in the present article. It is the only test for determining the real value of the property, the questions whether the debt is large and increasing, and whether speculative managers are at work influencing or unsettling the ordinary market quotations, being quite subordinate.

As in other similar cases, the results of the present and the past, and not the prospect for the future (which always is problematical and at present more so than ever), must form the basis of our investigation. With regard to the charges, they must of course be taken at their present proportions, since whether the future income be larger or smaller than in the past the company will have to meet them all the same. Little information is to be had from the officials of the road. Once a year they publish an annual report, but apart from this nothing is given the public except the current reports of gross earnings. These current reports of gross earnings are manifestly insufficient to enable one to determine the course of *net* earnings, and at times are positively misleading in this respect. For instance, at present it is very important to know whether the falling off in gross is being met by a corresponding reduction in expenses, as some of the friends of the concern claim. In other words, can the road be operated more cheaply (first by reason of cheaper fuel and materials and then by reason of the practice of more rigid economy) than in the past, and thus any prospective loss in business be offset—or more than offset—by a reduced ratio of expenses? If the company's officials would only publish the figures of expenses each month, all doubt with reference to the matter would at once be removed; as it is, if we want any light as to current net income, the managers would have us wait till March next, when the report for the year 1884 will be ready for publication.

But this week some figures have been published which enable us to forestall the results for at least a portion of the current year. The company is required to make returns to a number of the Western State Railroad Commissions for the twelve months ended June 30, and that made to the Illinois Commissioners for the late year has now found its way into print. Using the figures given in this statement in conjunction with those given in the company's own report for the calendar year 1883, we can find at least the increase or decrease between the two periods, and thus determine the changes that have taken place in the current year to July 1. It should be remembered that the two periods differ from each other merely in the fact that the one includes the first six months of 1884 and the other the first six months of 1883, the last six months of 1883 being common to both. Hence the differences between them represent simply the difference between the first half of 1883 and the first half of 1884, which is precisely what the investing public is anxious to get at. The figures in full for the two years, and the changes between them, are set out below.

Chicago Milwaukee & St. P.	Year ended June 30, '84.	Year ended Dec. 31, '83.	Difference.
Gross earnings.....	\$ 23,398,074 71	\$ 23,659,823 48	dec. 261,748 77
Operating exp. & taxes....	13,566,605 09 (57-98 p. c.)	13,778,037 95 (58-23 p. c.)	dec. 211,432 86 (0-25 p. c.)
Net earnings.....	9,831,469 62	9,881,785 53	dec. 50,315 91
Interest paid.....	5,785,669 00	5,373,925 50	inc. 411,743 50
Balance for stock.....	4,045,800 62	4,507,860 03	dec. 462,059 41
Dividends at 7 per cent ...	3,321,167 08	3,212,894 58	inc. 108,272 50
Remainder.....	724,633 54	1,294,965 45	dec. 570,331 91
Income from other sources	164,706 80	164,706 80	.....
Total surplus.....	889,340 34	1,459,672 25	dec. 570,331 91

* This is amount actually paid in the 12 months,
† Same as in calendar year 1883.

We thus see that the claim that expenses were being reduced about as much as gross earnings, is substantially founded on fact. There was a decrease of \$261,748 in gross, and a decrease of \$211,432 in expenses, so that the loss in net was only \$50,316. But we also see (what indeed was to be expected) that in the interval the charges for interest and dividends have very decidedly increased, and that the net result has been materially reduced as a consequence. Thus while in the calendar year 1883 \$5,373,925 was paid for interest, in the railroad year ended June 30 \$5,785,669 had to be paid for this purpose, showing that \$411,744 marks the increase in the first six months of 1884 over the same six months of 1883. In the dividend requirement, too, there has been an increase of \$108,272. The net result is a surplus (above all charges and dividends) \$570,332 less than in the calendar year 1883, the surplus then being \$1,294,965, and for the twelve months ended June 30 being only \$724,633. Besides this surplus from the operations of the road, the company had in the late calendar year an income of \$164,707 from other sources. In the report of the railroad commissioners this item is not given, but assuming it to be unchanged, the total surplus for the twelve months ended last June would be \$889,340, against \$1,459,672 in the twelve months ended December 31.

Having given these changes between the six months this year and last, we could, if we had the actual figures for 1883, make up the figures for this year, by simply adding on the increase, or deducting the decrease, as the case might be. These 1883 figures, however, are not in our possession. But we have got the monthly figures of both earnings and expenses for the year 1882, and give them in a table further below. Starting with these, we have obtained the changes between 1883 and 1882 just as we did those between 1884 and 1883 above, and thus find that while the company earned \$3,807,396 34 net in the first six months of 1882, in the same six months of 1883 it earned \$4,221,192 93, and in the correspondingsix months of the present year it earned \$4,170,877 02.

Now against these net earnings of \$4,170,877, what were the charges for interest and dividends that the company had to meet? We may begin with interest. As the payment for this purpose in the twelve months ended June 30 was \$5,785,669, we think it will be considered fair to charge against the half year one half of that amount, namely \$2,892,834. That certainly will not be deemed excessive, as the interest charge must have been heavier in the last half than in the first half of the year. In this way we get an increase over the first six months of 1883 some \$40,000 smaller than the \$411,743 50 shown in the table above; but as the company seems to follow the practice of distributing the charges evenly through the twelve months, we adopt the same method in our computation. We may say that while the charge for interest in the twelve months of the State railroad year was \$5,785,669, on the debt outstanding on the first of January \$5,967,533 is required, showing that the maximum

amount has not yet been reached. Deducting the \$2,892,834 interest charge from the \$4,170,877 net earnings given, leaves \$1,278,043 applicable to stock. As the amount of the stock outstanding is \$47,445,244; and the company pays $3\frac{1}{2}$ per cent on the same twice a year, the call for the half year was \$1,660,584. Hence, there must have been a deficit of \$382,541 in meeting the amount on the operations of the half year. This, however, makes no allowance for income from miscellaneous sources, which at half the amount realized in that way in the calendar year 1883 would diminish the deficiency given by \$82,353. In other words, would reduce it to about \$300,000. The question will now be asked, has the company always made a similar showing in the first six months,—that is, is there always a deficiency? For the purpose of meeting this inquiry we present the following table of results in 1882 and 1883, as compared with the six months of 1884. We have omitted the receipts from miscellaneous sources because the amount for the present year is not known, and also, more particularly, because in former years when the company's lands were as yet undisposed of the aggregate was quite large, so that a comparison on this basis would hardly be fair to the present year.

	1882.		1883.		1884.*	
	Gross Earnings.	Expenses and Taxes.	Gross Earnings.	Expenses and Taxes.	Gross Earnings.	Expenses and Taxes.
	\$	\$	\$	\$	\$	\$
Jan....	1,434,536 72	857,708 49	1,350,199 65		1,467,000	
Feb....	1,376,376 91	798,384 70	1,257,046 03		1,318,000	
Mar....	1,561,889 31	842,718 09	2,043,730 34		1,789,000	
April....	1,517,569 32	803,552 34	1,972,270 73		1,949,000	
May....	1,627,932 70	960,203 63	2,033,513 80		1,986,000	
June....	1,619,431 15	977,309 52	2,023,189 77		1,919,000	
	9,137,233 11	5,329,896 77	10,688,941 32	6,467,748 89	10,427,192	6,256,315
Net earnings		3,807,396 34		4,221,192 93		4,170,877
Interest.....		2,208,853 57		2,519,732 51		2,892,834
Balance for stock.		1,508,542 77		1,701,470 42		1,278,043
Div. $3\frac{1}{2}$ p. c. Apr.		1,218,201 04		1,532,311 04		1,660,584
Surplus	290,341 73		Surplus	149,159 38	Deficit	382,541

* Half of amount actually paid for this purpose in the twelve months preceding.

† The monthly figures of earnings, as here given, are the totals in round numbers as furnished by the company at the end of each month, but the amount for the six months is the result reached by using the State Commissioners' figures, in the way mentioned above. The difference between the two methods is only \$507.

It would appear from this showing that a deficiency in these six months is rather exceptional than otherwise. The present deficiency of \$382,541 compares with a surplus of \$149,159 (made up in the same way) in 1883, a difference (or loss) of \$531,700, and with a surplus of \$290,341 in 1882, a difference against the present year of \$672,882. We do not know that any special stress should be laid on this deficiency. Business this year has not been good, and the fact that charges have been heavily increased was known to all. But we cannot refrain from remarking that a deficiency of \$300,000 stands in sharp contrast with the surplus of \$82,885 arrived at in a statement prepared last July by a "gentleman identified with the affairs of the company" and which was given wide publicity apparently under official sanction. If any one should be inclined to dispute our result, after our having given in full the methods by which it has been reached, perhaps the inclination will be removed when we say that substantially the same result is arrived at by an entirely different method. Like most other companies, the St. Paul carries forward an accumulated balance or surplus from year to year, which varies as the operations of the year vary. This surplus was stated in the last report to have been \$5,079,079 on Dec. 31, 1883. In the report to the Illinois Commissioners it is stated at \$4,761,252 of date June 30, 1884, or \$317,827 less. Hence there must have been a loss of this amount in the six months between December and June. As already

stated, the loss of \$382,541, which we get, would be reduced to about \$300,000, if we deducted an arbitrary allowance for income from miscellaneous sources.

That this result, however, for one-half of a year may not be misleading, we will say that the first six months never make as large earnings or as favorable an exhibit as the last six months. To bring this out, we have prepared the following table, showing the relation of the two halves of the year to each other in 1882 and in 1883 on both gross and net earnings.

	1882.		1883.		1884.	
	Gross.	Net.	Gross.	Net.	Gross.	Net.
	\$	\$	\$	\$	\$	\$
1st half.....	9,137,233	3,807,396	10,688,941	4,221,193	10,427,192	4,170,877
2d half.....	11,249,492	4,393,256	12,970,882	5,660,592	?	?
Increase....	2,112,259	585,860	2,281,941	1,439,399	?	?

In 1882 the gross earnings of the second six months exceeded those of the first six months by \$2,112,259, and in 1883 by \$2,281,941, showing that the difference is marked, and has been nearly constant in amount. In net, however, while there is also quite a decided increase in the second half over the first half, the amount has varied considerably. Thus, in 1882 it was but \$585,860 (on over 2 millions gain in gross), while in 1883 it was as much as \$1,439,399. The difference is due to the reduction in the ratio of operating expenses. In the first table given above it is shown that for a full twelve months the ratio of expenses to earnings is very close to 58 per cent—it was 58-23 per cent in the calendar year 1883 and 57-98 per cent in the year ended June 30, 1884. But the last six months of the year are usually a more favorable period in this respect than the first six months, so it is to be noted that in that half year in 1883 the ratio was only 56-36 per cent, though on the other hand in 1882 the ratio was as much as 60-95 per cent against only 58-33 per cent in the first half. Thus the percentage was quite low in the second half of 1883. With no higher ratio for the current six months, the result, as far as net income is concerned, would depend upon the amount of gross earnings. Three of these six months have elapsed, and give us gross earnings just about the same as in the corresponding months of last year, namely \$5,977,000 in 1884 and \$5,901,178 in 1883.

COTTON CONSUMPTION AND OVERLAND MOVEMENT FOR SEPTEMBER.

We present our readers to-day the first monthly statements of overland movement, spinners takings, &c., for the season of 1884-85, comparing the figures with those for September of the two previous years.

OVERLAND MOVEMENT DURING SEPTEMBER.

Rail shipments during the month record a decline from the totals for September in both 1883 and 1882, but the falling off is less marked in the *gross* than in the *net*, the excess of last year over this being but 791 bales in the former, while in the net the decrease is 6,844 bales. Part of this large difference in the latter is due to the fact that we have this season adopted more fully the plan, which was carried out to some extent in former years, of deducting each month from the overland all items of takings from Southern ports for consumption, thus obviating to a great degree any very radically large addition to the deductions at the end of the season. The *gross* figures for September reach 23,414 bales, against 24,205 bales for the same month of 1883 and 26,124 bales

in the previous year, and the *net* movement has been 12,391 bales, against 19,235 bales in September, 1883, and 17,680 bales for the corresponding month of the preceding season. The details for the month of September for the three years are as follows.

OVERLAND DURING SEPTEMBER.

	1884.	1883.	1882.
<i>During September Shipped—</i>			
From St. Louis	2,910	7,292	5,387
Over Illinois Central	2,721	789	4
Over Cairo & Vincennes	9,374	795	1,576
Over the Mississippi River, above St. L.	138	5,113	14,814
Over Evansville & Terre Haute	3,957	83	.....
Over Jeffersonville Mad. & Indianapolis	323	160	896
Over Ohio & Mississippi Branch	771	2,230	826
Over Louisville Cincinnati & Lexington	976	2,220	1,137
Receipts at Cincinnati by Ohio River	7	1,176	319
Receipts at Cincinnati by Cin. South'rn	361	1,902	732
Over other routes	1,618	2,216	92
Shipped to mills, not included above	208	249	261
Total gross overland	23,414	24,205	26,124
<i>Deduct—</i>			
Receipts overland at N.Y., Boston, &c.	6,319	4,313	7,593
Shipments between (or South from) Western interior towns	534	76	53
<i>Shipments inland and Southern Spinners' Takings (not otherwise deducted) from—</i>			
Galveston .....	.....	.....	50
New Orleans	489	.....	25
Mobile	2,397	532	613
Savannah	82	.....	.....
Charleston	404	.....	.....
North Carolina ports	94	.....	.....
Virginia ports	704	49	106
Total to be deducted	11,023	4,970	8,444
Leaving total net overland*	12,391	19,235	17,680

* This total includes shipments to Canada by rail, which are this month 1,610 bales.

The movement of cotton over the roads running north from Cairo (the Illinois Central and Cairo & Vincennes) exhibits a large increase over previous years, and the Evansville & Terre Haute road, which in September, 1882, carried no cotton, and in the same month of 1883 moved but 83 bales, this year transported 3,957 bales. On the other hand, the movement via Hannibal shows a very decided falling off, the decrease from 1882 being 14,656 bales, and from 1883 reaching 4,925 bales; this fact is made more striking when it is seen that the movement this year reaches but 188 bales, against 5,113 bales in 1883 and 14,844 bales in September of the previous year.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

Port receipts were rather light in the early part of September, but latterly they have been more free, so that the total for the month is in excess of the same month last year, and this in face of the fact that at the end of last week they were over 60,000 bales less than at the close of the same week in 1883. It should be remembered, however, that the figures for the four weeks last year covered two days more than this year; therefore, in making comparison between certain dates in the two seasons our statement of "Comparative Port Receipts and Daily Crop Movement" should be consulted, and by so doing it will be noticed that on September 26 the excess last year over this was less than 16,000 bales. Hence, for the month this year port receipts have reached 345,445 bales, against 343,812 bales in September, 1883, and 329,656 bales in 1882. The exports to foreign ports were also small in volume during the first half of the month, but the last week shows a large increase, and for September the total falls but 7,181 bales below the figures for last year. The stocks at the ports and interior towns, as usual at this season of the year, are increasing. The receipts, exports and stocks, presented in our usual form, are as follows:

Movement from Sept. 1, 1884 to Oct. 1, 1884.	Receipts since Sept. 1, 1884.	Receipts since Sept. 1, 1883.	EXPORTS SINCE SEPT. 1, 1884, TO—				Stocks Oct. 1.
			Great Britain*	France.	Continent.	Total.	
Galveston	72,652	71,850	5,012	.....	500	5,512	32,560
Indianola, &c.	2,990	3,359	.....	.....	.....	.....	.....
New Orleans	43,012	64,262	3,413	.....	370	3,783	49,452
Mobile	11,458	12,350	.....	.....	.....	.....	4,306
Florida	3,375	751	.....	.....	.....	.....	.....
Savannah	100,352	84,048	11,921	.....	5,400	17,321	44,536
Brunswick, &c.	1,198	734	.....	.....	.....	.....	.....
Charleston	60,582	63,441	.....	.....	.....	.....	43,298
Port Royal, &c.	46	626	.....	.....	.....	.....	.....
Wilmington	11,591	7,993	.....	.....	.....	.....	7,941
Moreh'd C. &c.	154	335	.....	.....	.....	.....	.....
Norfolk	27,083	20,777	4,420	.....	.....	4,420	8,466
West Point, &c.	4,893	8,984	.....	.....	.....	.....	.....
New York	50	394	55,934	459	5,974	62,367	59,100
Boston	3,030	201	1,411	.....	73	1,484	6,910
Baltimore	51	471	12,879	.....	3,118	15,992	8,837
Philadelphia, &c.	3,188	2,977	5,734	.....	209	5,943	4,233
Total 1884	345,445	.....	106,724	459	15,639	116,822	267,049
Total 1883 .....	.....	343,812	62,801	80,175	31,027	124,003	337,439
Total 1882 .....	.....	329,656	110,008	14,283	16,205	140,496	218,011

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1884.	1883.	1882.
Receipts at the ports to Oct. 1.....bales.	345,445	343,812	326,656
Net shipments overland during same time	12,391	19,235	17,680
Total receipts.....bales.	357,836	363,047	344,336
Southern consumption since September 1.	28,000	30,000	28,000
Total to Oct. 1.....bales.	385,836	393,047	372,336

The amount of cotton marketed during September, 1884, is thus seen to be 7,211 bales less than in 1883 and 13,500 bales more than in 1882. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts in September, 1884, as above.....bales.	385,836
Stock on hand commencement of year (Sept. 1, 1884) —	
At Northern ports	87,415
At Southern ports	24,318
At Providence, &c., Northern interior markets.	4,457
Total supply during Sept., 1884.....	502,026
Of this supply there has been exported	
to foreign ports during Sept., 1884, 116,822	
Less foreign cotton included	1,167
Sent to Canada direct from West	1,610
Burnt North and South .....	.....
Stock on hand end of month (Oct. 1, 1884) —	
At Northern ports.....bales.	74,500
At Southern ports	192,549
At Providence, &c., Northern interior markets	3,119
Total takings by spinners in September, 1884	114,593
Taken by Southern spinners	28,000
Taken by Northern spinners in September, 1884.....	86,593
Taken by Northern spinners in September, 1883.....	112,562

Decrease in takings by Northern spinners this year, bales 25,969

The above indicates that Northern spinners had during September taken 86,593 bales, a decrease from the corresponding period of 1883 of 25,969 bales and a decrease from the same month of 1882 of 18,994 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which has already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on Oct. 1, compared with previous years. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for three years on Oct. 1 to be as follows.

	1884.	1883.	1882.
Total marketed, as above.....bales.	385,836	393,047	372,336
Interior stocks in excess of Sept. 1	23,000	57,000	30,000
Total in sight.....bales.	413,836	450,047	402,336

This indicates that the movement during Sept. of the present year is 36,211 bales less than in 1883 and 11,500 bales greater than in 1882.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to Oct. 1, we give below our usual table of the weight of

bales. We give for comparison the figures for the same time in the two previous years.

	Month of September, 1884.			Same per'd in 1883.	Same per'd in 1882.
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.	Average Weight.
Texas.....	75,642	39,194,659	518-16	518-41	529-27
Louisiana.....	43,012	20,774,796	483-00	480-00	482-00
Alabama.....	11,488	5,744,000	500-00	495-00	502-00
Georgia.....	104,925	51,124,706	487-25	480-20	496-67
South Carolina.....	60,628	29,222,696	482-00	478-00	480-00
Virginia.....	31,886	15,400,938	483-00	480-00	493-00
North Carolina.....	11,515	5,518,510	478-00	476-00	475-00
Tennessee, &c.....	46,710	22,187,250	475-00	485-00	491-50
Total.....	355,836	189,167,555	490-28	488-13	498-10

* Including Florida.

It will be noticed that the movement during Sept. shows an increase in the average weight as compared with the same month of last year, the average this year being 490-28 lbs. per bale, against 488-13 lbs. per bale in Sept., 1883, 498-10 lbs. in Sept., 1882, and 482-55 lbs. for the same month of 1881.

THE COTTON GOODS TRADE IN SEPTEMBER.

Business has been light and unsatisfactory in the leading markets during the month of September. Selections are still being made in strict accordance with positive wants, and prices have continued low and unprofitable to manufacturers, in spite of the great curtailment of production which has taken place. Brown sheetings and drills have ruled fairly steady, and in the early part of the month ginghams did much better than the majority of cotton goods. Bleached and colored cottons, have been dull in agents' hands, but extremely low prices have enabled jobbers to reduce their accumulations of the former. Print cloths, after a quiet month close weak with a drooping tendency. The Fall River mills started up again on the 8th instant after a week's stoppage, and the mills at Lowell the following week; but in consequence of the absence of any improvement in the situation, a further shut down during October by the latter corporations, although not yet fully determined upon, is among the possibilities. In other portions of the country, mills are running on short time, starting up and shutting down again, and at present the outlook for a full occupation of our spinning power is far from encouraging. At the close of September, notwithstanding the short time, the stock of print cloths in the hands of manufacturers and speculators reached about 1,300,000 pieces, against 1,350,000 pieces on August 31, and 680,000 pieces September 30, 1883.

SEPT.	1884.			1883.			1882.		
	Cott'n low mid- dling.	Print- ing cloths, stand- ard.	Sheet- ing cloths, stand- ard.	Cott'n low mid- dling.	Print- ing cloths, stand- ard.	Sheet- ing cloths, stand- ard.	Cott'n low mid- dling.	Print- ing cloths, stand- ard.	Sheet- ing cloths, stand- ard.
1.....	109 ¹⁶	3-27	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
2.....	10 ¹⁴	3-27	7 ¹⁴	8 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
3.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
4.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
5.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
6.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
7.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
8.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
9.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
10.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
11.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
12.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
13.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
14.....	10 ¹⁴	3-28	7 ¹⁴	9 ¹⁴	3-46	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
15.....	10 ¹⁴	3-27	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
16.....	10 ¹⁴	3-27	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
17.....	10 ¹⁴	3-27	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
18.....	10 ¹⁴	3-27	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
19.....	10	3-27	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
20.....	10	3-25	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
21.....	10	3-25	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
22.....	10	3-25	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
23.....	10	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
24.....	10	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
25.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
26.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
27.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
28.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
29.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴
30.....	9 ¹⁵ ₁₆	3-23	7 ¹⁴	10	3-63	7 ¹⁴	129 ¹⁶	3-85	8 ¹⁴

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF SEPTEMBER.

September was a very dull month—unusually dull, even for so bad a business year as the present. The excessively hot weather which prevailed in the first half of the month developed the corn crop rapidly, and was in that respect very encouraging, and had a good effect in giving a tone of confidence; but its immediate effect was to put a check on the distribution of goods and thus to make trade slow. There were several large auction sales of dry goods, which cleared off some of the surplus stocks, but had a depressing effect on the general trade.

Money remained very easy, and no important demand for currency was made on the New York banks, so that their surplus reserves were not materially diminished.

There was no movement in gold to or from foreign ports, but rates for exchange declined, and the possibility of gold imports during the autumn was again discussed.

At the Stock Exchange the chief feature was the lack of business. The market became very sluggish, and then prices declined and some stocks reached lower prices than in May. The coal situation was bad, and both the trunk lines and the Western lines were cutting rates, so that railroad earnings were seriously run down. Towards the close of the month adjustments were made among the railroad officers, both East and West, and the prospects thereafter were brighter. The issue of \$10,000,000 debenture bonds by the N. Y. Central & Hudson Company, to pay floating debt and for other purposes, was announced on Sept. 27, and was much commented upon.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange and prices of leading securities and articles of merchandise, on or about the 1st day of Oct. 1882, 1883 and 1884.

STATISTICAL SUMMARY ON OR ABOUT OCT. 1, 1882, 1883 AND 1884.

	1882.	1883.	1884.
New York City Banks—			
Loans and discounts.....	\$ 319,397,000	329,764,000	291,126,700
Specie.....	48,123,000	55,324,400	73,826,500
Circulation.....	18,799,800	15,137,500	14,137,400
Net deposits.....	25,625,900	31,107,500	305,146,300
Legal tenders.....	21,646,800	24,077,300	30,395,800
Legal reserve.....	72,157,225	78,526,875	76,236,575
Reserve held.....	70,069,500	79,401,700	104,222,300
Surplus reserve.....	\$ 41,208,742 ⁵	874,820	27,935,725
Money, Exchange, Silver			
Call loans.....	5@20	2@4	1@ ¹ ₂
Prime paper, sixty days.....	7@10	5@ ¹ ₂	5@ ¹ ₂
Silver in London, per oz.....	51 ¹³ ₁₆ d.	50 ¹³ ₁₆ d.	50 ¹³ ₁₆ d.
Prime sterling bills, 60 days.....	4 1 ¹ ₂	4 83 ¹ ₂	4 83
United States Bonds			
3s, registered, option U.S.....	132	101	100 ¹ ₂
6s, currency, 1898.....	132	135	131
4 ¹ ₂ s, 1891, coupon.....	112 ³ ₄	114	112 ³ ₄
4s of 1907, coupon.....	118 ³ ₄	120 ³ ₄	120 ³ ₄
Railroad Stocks—			
New York Central & Hud. Riv.....	132 ³ ₄	115	95 ¹ ₂
Erie (N. Y. L. E. & W.).....	114 ¹ ₂	103	14 ¹ ₂
Lake Shore & Mich. Southern.....	96 ³ ₄	82 ³ ₄	63 ¹ ₂
Michigan Central.....	132 ³ ₄	121	114
Chicago Rock Island & Pacific.....	138 ¹ ₂	129 ¹ ₂	124
Illinois Central.....	143 ¹ ₂	125	93 ¹ ₂
Chicago & Northwestern, com.....	107 ¹ ₂	102 ³ ₄	78 ¹ ₂
Chicago Milw. & St. Paul, com.....	137 ¹ ₂	121 ³ ₄	110 ¹ ₂
Delaware Lack. & Western.....	75 ³ ₄	81 ³ ₄	51 ¹ ₂
Central of New Jersey.....	117 ¹ ₂	10 ¹ ₂	10 ¹ ₂
Merchandise—			
Cotton, Midd'g Uplands, 50 lb.....	35	32@40	35@36
Wool, American XX.....	26 00@26 50	21 50@28 50	20 00@21 00
Iron, Amer. pig, No. 1.....	45 00	38 00@38 50	27 00@27 50
Steel rails at tide-water.....	1 05@1 08	1 13@1 15	85@89 ¹ ₂
Wheat, No. 2 red win. 5 bush.....	68@70 ¹ ₄	61	60@63
Corn, West. mix. No. 2, 5 bush.....	22 00	11 75-11 87 ¹ ₂	17 00
Cork, mess.....	22 00	11 75-11 87 ¹ ₂	17 00

CLOSING PRICES OF GOVERNMENT SECURITIES IN SEPTEMBER, 1884.

Sept.	4 ¹ ₂ s, 1891, coup.	4s, 1907, coup.	3s, opt'n, U. S. reg.	6s, Cur. U. S. reg.	Sept.	4 ¹ ₂ s, 1891, coup.	4s, 1907, coup.	3s, opt'n, U. S. reg.	6s, Cur. U. S. reg.
1.....	x	120 ³ ₄	120	120	10.....	112 ³ ₄	120 ³ ₄	120	120
2.....	120 ³ ₄	120	120	120	11.....	112 ³ ₄	120 ³ ₄	120	120
3.....	120 ³ ₄	120	120	120	12.....	112 ³ ₄	120 ³ ₄	120	120
4.....	120 ³ ₄	120	120	120	13.....	112 ³ ₄	120 ³ ₄	120	120
5.....	120 ³ ₄	120	120	120	14.....	112 ³ ₄	120 ³ ₄	120	120
6.....	120 ³ ₄	120	120	120	15.....	112 ³ ₄	120 ³ ₄	120	120
7.....	120 ³ ₄	120	120	120	16.....	112 ³ ₄	120 ³ ₄	120	120
8.....	120 ³ ₄	120	120	120	17.....	112 ³ ₄	120 ³ ₄	120	120
9.....	120 ³ ₄	120	120	120	18.....	112 ³ ₄	120 ³ ₄	120	120
10.....	120 ³ ₄	120	120	120	19.....	112 ³ ₄	120 ³ ₄	120	120
11.....	120 ³ ₄	120	120	120	20.....	112 ³ ₄	120 ³ ₄	120	120
12.....	120 ³ ₄	120	120	120	21.....	112 ³ ₄	120 ³ ₄	120	120
13.....	120 ³ ₄	120	120	120	22.....	112 ³ ₄	120 ³ ₄	120	120
14.....	120 ³ ₄	120	120	120	23.....	112 ³ ₄	120 ³ ₄	120	120
15.....	120 ³ ₄	120	120	120	24.....	112 ³ ₄	120 ³ ₄	120	120
16.....	120 ³ ₄	120	120	120	25.....	112 ³ ₄	120 ³ ₄	120	120
17.....	120 ³ ₄	120	120	120	26.....	112 ³ ₄	120 ³ ₄	120	120
18.....	120 ³ ₄	120	120	120	27.....	112 ³ ₄	120 ³ ₄	120	120
19.....	120 ³ ₄	120	120	120	28.....	112 ³ ₄	120 ³ ₄	120	120
20.....	120 ³ ₄	120	120	120	29.....	112 ³ ₄	120 ³ ₄	120	120
21.....	120 ³ ₄	120	120	120	30.....	112 ³ ₄	120 ³ ₄	120	120
22.....	120 ³ ₄	120	120	120					
23.....	120 ³ ₄	120	120	120					
24.....	120 ³ ₄	120	120	120					
25.....	120 ³ ₄	120	120	120					
26.....	120 ³ ₄	120	120	120					
27.....	120 ³ ₄	120	120	120					
28.....	120 ³ ₄	120	120	120					
29.....	120 ³ ₄	120	120	120					
30.....	120 ³ ₄	120	120	120					

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of August and September, 1884.

RANGE OF STOCKS IN AUGUST AND SEPTEMBER.

RAILROADS.	August.			September.		
	July 31.	Low.	High.	Aug. 30.	Low.	High.
Albany & Susqueh.	131 1/2	131 1/2	133 1/2	129	132	132
Aitch. Top. & San. Fe.	71 1/2	70 1/2	71 1/2	71 1/2	72 1/2	72 1/2
Bost. & N.Y. Air L. pf.	83	83	83	81	83	83
Burl. Ced. Rap. & No.	44 1/2	43 1/2	46 1/2	45	43 1/2	45 1/2
Canadian Pacific	38	34	39 1/2	34 1/2	29 1/2	36 1/2
Canada Southern	8 1/2	8 1/2	8 1/2	9	10	9 1/2
Cedar Falls & Minn.	65 1/2	57 1/2	65 1/2	60 1/2	60 1/2	51 1/2
Central of N. Jersey	43 1/2	39 1/2	44 1/2	40 1/2	37 1/2	42 1/2
Central Pacific	84	74	84	74	84	84
Ches. & Ohio	10	10	10 1/2	8	8 1/2	8 1/2
Do 1st pref.	133	132	136	130	133	132
Do 2d pref.	121	118	125 1/2	119 1/2	124 1/2	123 1/2
Chicago & Alton	85 1/2	81	89 1/2	83 1/2	86 1/2	87 1/2
Chic. Burl. & Quincy	110	109 1/2	113 1/2	110 1/2	109 1/2	110 1/2
Chic. Mil. & St. Paul	103 1/2	98 1/2	107 1/2	101 1/2	97 1/2	103 1/2
Chic. & Northwest	114 1/2	112 1/2	117 1/2	115 1/2	117 1/2	115 1/2
Chic. & Rock Island	8	9	10 1/2	6	6	7
Chic. St. L. & Pittsb.	21	20	26	18	18 1/2	18 1/2
Chic. St. P. Minn. & O.	32 1/2	31 1/2	38 1/2	33 1/2	29 1/2	34 1/2
Do pref.	95 1/2	93	100	90	95 1/2	94 1/2
Cin. Sand. & Clev.	39 1/2	38 1/2	41	36	42 1/2	41 1/2
Clev. Col. Cin. & West.	137 1/2	138	138	140	140	140
Clev. & Pittsb. Guar.	14	14	14 1/2	14	14 1/2	14 1/2
Col. Chic. & Ind. Cent.	50	50	50	50	50	50
Danbury & Norwalk	115 1/2	107 1/2	116 1/2	110	102 1/2	111 1/2
Del. Lack. & West'm.	11 1/2	10 1/2	14 1/2	9	12 1/2	11
Denver & R. Grande	66	66	66	65	65	65
Dubuque & Sioux C.	134	133	138	133	123 1/2	129 1/2
East Tenn. Va. & Ga.	8 1/2	7 1/2	10 1/2	9	7 1/2	10
Do pref.	25	25	25	32	34 1/2	34 1/2
Elizab. Lex. & Big S.	32	32	35 1/2	32	34 1/2	34 1/2
Evansville & T. H.	5 1/2	4 1/2	6 1/2	4 1/2	5 1/2	5 1/2
Green B. Win. & St. P.	193	193	193	191	193	193
Harlem	34	30 1/2	38	37 1/2	30	38
Housat. & Tex. Cent.	130	124	141 1/2	122 1/2	123 1/2	123 1/2
Illinois Central	15	14 1/2	15	14 1/2	17 1/2	17 1/2
Do 1st pref.	140	140	140	140	140	140
Indiana Bl. & W.	13 1/2	12 1/2	17	11 1/2	15	15
Joliet & Chicago	87	78 1/2	88 1/2	81 1/2	74 1/2	82 1/2
Lake Erie & West.	66 1/2	63	70	64 1/2	69	67 1/2
Lake Shore	37 1/2	29 1/2	36 1/2	23 1/2	31 1/2	29 1/2
Long Island	18 1/2	18 1/2	22	15	20	20 1/2
Louisville & Nashv.	60	60	67	63 1/2	66 1/2	66 1/2
Louis. N. A. & Ore.	65	65	65	64 1/2	64 1/2	64 1/2
Manhattan	70	70	79	76 1/2	70	76 1/2
Do com.	10	12	12	11	12	12
Do consol.	28	30	30	26	29 1/2	29 1/2
Manhattan Beach Co.	72 1/2	66 1/2	72 1/2	66 1/2	69	69
Memphis & Chas'ton	35	35	36	33	39	37
Metropolitan E. V.	15 1/2	14 1/2	16 1/2	12 1/2	15	13
Michigan Central	194	17 1/2	22 1/2	18 1/2	19 1/2	18 1/2
Mil. L. Sh. & W. pref.	95 1/2	90	95 1/2	90	95	94 1/2
Minneapolis & St. L.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Do pref.	123	122	124 1/2	122	124 1/2	122
Mo. Kans. & Texas	43	38 1/2	45	33	39	37
Missouri Pacific	111 1/2	102 1/2	112	104 1/2	93 1/2	104
Mobile & Ohio	6 1/2	6 1/2	7 1/2	5 1/2	6 1/2	5 1/2
Morris & Essex	11 1/2	11 1/2	12 1/2	10	11 1/2	10 1/2
Nashv. Chatt. & St. L.	130	115	115	115	115	115
N. Y. Cent. & Had. R.	16 1/2	15	19 1/2	12	16 1/2	14 1/2
N. Y. Chic. & St. Louis	34 1/2	33	39	35 1/2	25	34 1/2
Do pref.	123 1/2	13	16 1/2	14	10	14 1/2
N. Y. & New Eng'd.	175	176	178 1/2	178	175	179
N. Y. N. H. & Hartf'd	13	11 1/2	14 1/2	10 1/2	12 1/2	11 1/2
N. Y. Ontario & W.	4	3	5 1/2	3	3 1/2	3 1/2
N. Y. Susq. & West.	27 1/2	26	30	25	29	25
Do 1st pref.	22 1/2	21	24 1/2	21 1/2	22 1/2	21 1/2
Norfolk & West. pref.	52 1/2	48 1/2	55 1/2	50	41 1/2	50 1/2
Northern Pacific	24 1/2	2	3 1/2	2 1/2	4 1/2	2 1/2
Do pref.	21	20 1/2	23 1/2	21	17 1/2	22 1/2
Ohio Central	8 1/2	8 1/2	9 1/2	8 1/2	9 1/2	8 1/2
Ohio & Mississippi	137 1/2	133	138 1/2	16 1/2	11 1/2	14 1/2
Ohio Southern	14 1/2	14	17 1/2	12 1/2	13 1/2	15 1/2
Oregon Short Line	28 1/2	26 1/2	30 1/2	24 1/2	27 1/2	27
Oregon & Trans-Con.	128 1/2	133	133	128	132	132
Peo. Decat. & E'ville	3	5	5	2 1/2	3	3
Phila. & Reading	37	39	45	45	45	45
Pittsb. Ft. W. & Guar.	16	16	21 1/2	20	17 1/2	22 1/2
Rich. & Al. st'k. tr. et.	3 1/2	2 1/2	3 1/2	4 1/2	3 1/2	5 1/2
Richmond & Danville	19	20	20	17 1/2	22 1/2	4
Richmond & West. Pt.	26	31 1/2	29	20	20	20
Rochester & Pittsb.	75	75	75	75	75	75
Rome Water & Ogd.	17	17 1/2	20 1/2	18 1/2	24 1/2	22 1/2
St. L. Alton & T. H.	34	34	49	41	39 1/2	41 1/2
Do pref.	93 1/2	84	90	83	87 1/2	87
St. P. & Duluth, pref.	65	70	70	75	75	75
St. Paul Minn. & Man	94	94	99	94 1/2	85 1/2	97 1/2
Texas & Pacific	1 1/2	10 1/2	15 1/2	12 1/2	10 1/2	13 1/2
Union Pacific	46 1/2	41 1/2	57 1/2	49 1/2	45 1/2	54 1/2
United Cos' of N. J.	15	15	15	15	15	15
Virginia Midland	6 1/2	5 1/2	7	6	4 1/2	6 1/2
Wab. St. L. & Pac.	16 1/2	14 1/2	17	12	14	12 1/2
Do pref.	53 1/2	53 1/2	59 1/2	52	56 1/2	56 1/2
Amer. Tel. & Cable	15	15	15	5	5	5
Bankers' & Merch'ts	13	13	13	64 1/2	60 1/2	65
Mutual Union	61 1/2	61 1/2	69 1/2	64 1/2	60 1/2	65
Western Union	11	9 1/2	12 1/2	9 1/2	10 1/2	9 1/2
EXPRESS.	128	130	135	130	130	131
Adams	94	92	95	92 1/2	92	93
American	54 1/2	52	55	52	53	54
United States	103	104	109	103	104	109
Wells, Fargo & Co.	11	9 1/2	12 1/2	9 1/2	10 1/2	9 1/2
COAL AND MINING.	11	9 1/2	12 1/2	10 1/2	9 1/2	10 1/2
Colorado Coal & Iron	18	18	18	18	18	18
Consolidation	9	9	9	9	9	9
Homesite Mining	9	9	9	9	9	9
Maryland	9	9	9	9	9	9

* Prices bid. † Prices asked. ‡ Ex-privilege. § Ex-dividend.

COAL AND MINING.	August.			September.		
	July 31.	Low.	High.	Aug. 30.	Low.	High.
New Central Coal	8	8	8	8	8	8
Ore'g. Imp'v. Co.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Quicksilver Min.	21	29	29 1/2	132	29	29
Do pref.	21	29	29 1/2	132	29	29
Standard Cons. Min.	101 1/2	96 1/2	101	84 1/2	97	89 1/2
VARIOUS.						
Del. & Hud. Canal	150	150	150	150	150	150
N. Y. & Tex. Land Co.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Ore'g. Imp'v. Co.	93	81	97 1/2	65	83	72
Ore'g. R'y & Nav. Co.	46	46 1/2	52 1/2	49 1/2	45	52 1/2
Pacific Mail	110	107 1/2	116 1/2	114	111 1/2	115 1/2
Pullman Palace Car.	110	107 1/2	116 1/2	114	111 1/2	115 1/2

† Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR SEPTEMBER, 1884.

Sept.	60 days.		Sept.	60 days.		Sept.	60 days.	
	De-mand.	De-mand.		De-mand.	De-mand.		De-mand.	De-mand.
1...	4 84	4 86	13...	4 83 1/2	4 85 1/2	24...	4 83 1/2	4 85 1/2
2...	4 84	4 86	14...	4 83 1/2	4 85 1/2	25...	4 83 1/2	4 85 1/2
3...	4 84	4 86	15...	4 83 1/2	4 85 1/2	26...	4 83 1/2	4 85 1/2
4...	4 84	4 86	16...	4 83 1/2	4 85 1/2	27...	4 83 1/2	4 85 1/2
5...	4 84	4 86	17...	4 83 1/2	4 85 1/2	28...	4 83 1/2	4 85 1/2
6...	4 84	4 86	18...	4 83 1/2	4 85 1/2	29...	4 83 1/2	4 85 1/2
7...	4 84	4 86	19...	4 83 1/2	4 85 1/2	30...	4 83 1/2	4 85 1/2
8...	4 84	4 86	20...	4 83 1/2	4 85 1/2			
9...	4 84 1/2	4 85 1/2	21...	4 83 1/2	4 85 1/2			
10...	4 84 1/2	4 85 1/2	22...	4 83 1/2	4 85 1/2			
11...	4 84 1/2	4 85 1/2	23...	4 83 1/2	4 85 1/2			
12...	4 84 1/2	4 85 1/2						

THE DEBT STATEMENT FOR SEPTEMBER, 1884.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of September, 1884:

INTEREST-BEARING DEBT.						
Character of Issue.	Authorizing Act.	When Payable.	Interest Period.	Amount Outstanding.		
				Registered.	Coupon.	
3s of 1882.	July 12, '82	At option.	Q-A.	\$204,521,250	\$.....	
4 1/2s of 1891.	'70 and '71	Sept. 1, '91	Q-M.	197,472,050	52,327,950	
4s of 1907.	'70 and '71	July 1, 1907	Q-J.	592,479,800	145,204,700	
				\$994,473,100	\$197,732,650	
4s, ref. etfs.	Feb. 26, '79	.....			\$270,750
3s, navy p.f.d.	July 23, '68	.....			14,000,000
Aggregate of interest-bearing debt....				\$1,206,476,500		
On the foregoing issues there is a total of \$1,763,508 interest over-due and not yet called for. The total current accrued interest to date is \$9,444,658.						
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.						
There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$18,616,515 principal and \$333,706 interest. Of called bonds embraced in this total the principal is as follows: 5-20s of 1862, \$334,450; do 1864, \$49,350; do 1865, \$37,950; consols of 1865, \$263,750; do 1867, \$222,550; do 1868, \$92,700; 10-40s of 1864, \$152,350; funded loan of 1881, \$224,550; 3's cert's, \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$250,250; 6s of 1863, continued at 3 1/2 per cent, \$36,850; 5s of 1881, continued at 3 1/2, \$445,750; loan of 1882, 3s, \$15,273,100.						
DEBT BEARING NO INTEREST.						
Character of Issue.	Authorizing Act.			Amount.		
Old demand notes.....	July 17, '61; Feb. 12, '62			\$58,340		
Legal-tender notes.....	Feb. 25, '62; July 11, '62; Mar. 3, '63			346,641,016		
Certificates of deposit.....	June 8, '72			15,945,000		
Gold certificates.....	March 3, '63; July 12, '82			120,036,625		
Silver certificates.....	February 28, '78			123,260,721		
Fractional currency.....	July 17, '62; Mar. 3, '63; June 30, '64	\$15,353,194				
Less amt. est'd lost or destr'yed, act J'e 21, 79			8,375,934	6,977,260		
Aggregate of debt bearing no interest.....				\$613,858,937		
Unclaimed Pacific Railroad interest.....				4,229		
RECAPITULATION.						
				Amount Outstanding.	Interest.	
Interest-bearing debt—						
Bonds at 4 1/2 per cent.....				\$250,000,000		
Bonds at 4 per cent.....				737,684,500		
Bonds at 3 per cent.....				204,521,250		
Refunding certificates.....				270,750		
Navy pension fund.....				14,000,000		
Total interest-bearing debt.....				\$1,206,476,500	\$11,208,167	
Debt on which int. has ceased since maturity.....				18,616,515	333,706	
Debt bearing no interest—						
Old demand and legal-tender notes.....				346,739,356		
Certificates of deposit.....				15,945,000		
Gold and silver certificates.....				244,197,341		
Fractional currency.....				6,977,260		
Total debt bearing no interest.....				\$613,858,937		
Unclaimed Pacific Railroad interest.....					4,229	
Total.....				\$1,838,952,272	\$11,546,104	
Total debt, principal and interest, to date.....				\$1,850,498,376		
Total cash in Treasury.....				425,031,321		
Debt, less cash in Treasury, Oct. 1, 1884.....				\$1,425,467,055		
Debt, less cash in Treasury, Sept. 1, 1884.....				1,437,514,094		
Decrease of debt during the past month.....					\$12,047,039	
Decrease of debt since June 30, 1884.....					\$24,583,180	
CURRENT LIABILITIES—						
Interest due on unpaid bonds.....					\$1,763,508	
Debt on which interest has ceased.....					18,616,815	
Interest thereon.....					333,706	
Gold and silver certificates.....					244,197,341	
U. S. notes held for redemption of certificates of deposit.....					15,945,000	
Cash balance available Oct. 1, 1884.....					141,174,499	
Total.....					\$425,031,321	
AVAILABLE ASSETS—						
Cash in the Treasury.....					\$425,031,321	

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest re-paid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$25,905,662	\$4,945,914	\$19,411,475
Kansas Pacific ..	6,303,000	6,507,513	3,180,306	3,327,207
Union Pacific ..	27,236,512	26,592,041	10,416,484	16,175,556
Central Br. U. P. ..	1,600,000	1,645,808	102,401	1,476,480
Western Pacific ..	1,970,560	1,786,482	9,367	1,777,115
Sioux City & Pac. ..	1,628,320	1,561,996	143,622	1,418,374
Total	\$64,623,512	\$63,099,504	\$18,858,095	\$43,588,210

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, SEPTEMBER 30, 1881.

Post-office Department account	\$3,571,644 71
Disbursing officers balances	26,208,902 64
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"	39,192,419 10
Undistributed assets of failed national banks	561,728 20
Five per cent fund for redemption of nat'l bank notes	12,575,074 63
Fund for redemption of national bank gold notes	165,864 00
Currency and minor-coin redemption account	28,287 24
Fractional silver-coin redemption account	57,926 55
Interest account, Pacific Railroads and L. & P. Canal Co	1,710 00
Treasurer U. S., agent for paying interest on D. C. bonds	68,344 69
Treasurer's transfer checks and drafts outstanding	8,657,544 29
Treasurer's general account—	
Interest due and unpaid	\$1,763,508 91
Matured bonds and interest	289,780 40
Called bonds and interest	17,901,346 51
Old debt	759,394 97
Gold certificates	120,936,620 00
Silver certificates	123,260,721 00
Certificates of deposit	15,945,000 00
Balance, including bullion fund	14,869,660 11
Total Treasurer's general account	\$125,726,031 90
Less unavailable funds	694,710 31
	\$125,031,321 59

\$516,123,747 68

ASSETS, SEPTEMBER 30, 1881.

Gold coin	\$161,957,455 49
Gold bullion	52,946,587 32
Standard silver dollars	142,058,787 00
Fractional silver coin	29,474,160 89
Silver bullion	4,934,404 86
Gold certificates	33,546,980 00
Silver certificates	26,769,470 00
United States notes	36,524,872 86
National bank notes	11,078,957 37
National bank gold notes	7,105 17
Fractional currency	12,499,929 49
Deposits held by national bank depositaries	827,723 36
Minor coin	197 64
New York and San Francisco exchange	515,000 00
One and two-year notes, &c.	70,150 09
Redeemed certificates of deposit, June 8, 1872	5,006 14
Quarterly interest checks and coin coupons paid	106,080 00
United States bonds and interest	
Interest on District of Columbia bonds	
Speaker's certificates	
Pacific Railroad interest paid	

\$516,123,747 68

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Sept. 19.			EXCHANGE ON LONDON		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam ..	Short.	12 2 1/4 @ 12 3 1/4	Sept. 18	Short.	12 10
Amsterdam ..	3 mos.	12 3 3/4 @ 12 4 3/4	Sept. 18	Short.	20 20
Antwerp ..	"	25 35 1/2 @ 25 43 1/2	Sept. 18	"	20 20
Hamburg ..	"	10 53 @ 20 57	Sept. 18	"	20 28
Berlin ..	"	20 54 @ 20 58	Sept. 18	"	20 36
Frankfurt ..	"	20 54 @ 20 58	Sept. 18	"	20 39
Copenhagen ..	"	18 40 @ 18 45	Sept. 18	3 mos.	24 13 1/2
St. Petersburg ..	"	23 3/4 @ 23 7/8	Sept. 18	"	25 17
Paris ..	Checks	25 32 1/2 @ 25 37 1/2	Sept. 18	Checks	25 17
Vienna ..	3 mos.	12 30 @ 12 33 1/2	Sept. 18	3 mos.	47 50
Madrid ..	"	46 1/2 @ 46 1 1/2	Sept. 18	3 mos.	47 50
Genoa ..	"	25 16 @ 25 50	Sept. 18	3 mos.	47 50
Lisbon ..	"	51 1/2 @ 52 1 1/2	Sept. 18	3 mos.	47 50
New York ..	CO d'ys	45 1/4 @ 49	Sept. 18	Cables.	4 8 1/4
Alexandria ..	"	18 7 1/2 @ 18 7 1/2	Sept. 17	3 mos.	96 1/2
Bombay ..	60 d'ys	18 7 1/2 @ 18 7 1/2	Sept. 19	Cables.	18 7 1/2
Calcutta ..	"	18 7 1/2 @ 18 7 1/2	Sept. 19	"	18 7 1/2
Hong Kong ..	"	"	Sept. 19	4 mos.	38 7 1/2
Shanghai ..	"	"	Sept. 19	"	58 1 1/2

[From our own correspondent.]

LONDON, Saturday, Sept. 20, 1884.

The weather continues remarkably brilliant, and nothing can be more agreeable. Evidently those who can remain at the watering places or in the rural districts are very reluctant to return to the metropolis, which has been very thinly

attended during the past week. The fact is that if money is the object of going into the "city," the inducement is very small, for the amount of business in progress is small and of an uncertain character. The wealthier classes are content with making investments in very sound securities regarding which there are, and possibly can be, no anxieties.

"Outside" securities, of which there are many, are conspicuously neglected. In the first place, the public avoid them; secondly, speculators are helpless when the public are disinclined to be taken in; and, thirdly, the banks decline to make advances on such properties. It is not, therefore, a matter of surprise, that brilliant weather and cheap money should appear to be powerless in such cases. The amount of indifference which is shown, both in the commercial and financial world, is astonishing. There is no enterprise and no enthusiasm, and, what is worse, there are no indications of returning animation. The mercantile and financial circles could afford in a certain measure to forgive the past if they saw their way clear to a brighter future. Some say the change will be in October, which is usually a month of more or less activity, but it is to be feared that those who entertain that opinion will be disappointed. There may be an increase of business, as provision has to be made for winter clothing, but all civilized countries are in a very economical mood, and purchases are not likely to exceed actual requirements. The more general impression is that we shall float along much in the same way as we have been doing of late, and that the minimum of risk will be incurred. The annual balance sheet will be a disappointing one in most departments of industry and finance.

In the money market there has been a great want of activity. There was at one period of the week, but only for a very brief time, a slight improvement, but the general tone has been one of considerable inactivity. The supply of bills in the discount market has been very moderate, more especially when the period of the year is taken into consideration. The "Fourth" of October is rapidly approaching, and that date was a few years ago regarded as a day of days for commercial bills. The other prominent day was the "Fourth" of March. The bills falling due on the "Fourth" of next month are expected to be unusually light. This may be partly accounted for by the fact that the conditions which regulate business have of late years very materially altered, fewer bills being created. But the more restricted trade will in the main account for the paucity of mercantile paper in the discount market, and this is a feature which may be expected to continue prominent. The following are the present quotations for money:

London.	Bank Rate.	Open market rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	Disc't 7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
Aug. 15	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4
" 22	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4
" 29	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4
Sept. 5	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4
" 12	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4
" 19	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	2 1/4 @	1	1/4	1/4

The following return shows the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair 2d quality, and the Clearing House return for the past week, compared with previous years:

	1881.	1882.	1883.	1884.
Circulation, excl'd g				
Bank post bills	26,054,590	26,077,050	25,365,320	25,260,275
Public deposits	5,401,873	5,245,075	6,024,056	6,042,365
Other deposits	25,487,406	23,194,358	25,086,528	24,382,082
Government securities	14,557,449	11,682,205	13,693,631	13,604,366
Other securities	21,891,456	23,957,894	21,354,543	20,892,926
Res'v of notes & coin	13,005,138	11,410,925	14,603,265	13,339,161
Coin and bullion in both departments	23,309,728	21,737,985	24,218,585	22,869,376
Proport'n of reserve to liabilities	41%	39%	46%	45%
Bank rate	4 p. c.	5 p. c.	3 1/2 p. c.	2 p. c.
Consols	99 3/4	100	100 1/2	101 1/4
Eng. wheat, av. price	54s. 5d.	41s. 5d.	41s. 8d.	31s. 0d.
Mid. Upland cotton	7 1/2 d.	6 1/2 d.	5 1/2 d.	6d.
No. 40 mule twist	10 1/2 d.	10 1/2 d.	9 1/2 d.	9 1/2 d.
Clearing-House ret'n	125,277,000	100,969,000	114,062,000	115,361,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	September 18.		September 11.		September 4.		August 28.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris.....	3	2	3	2	3	2	3	2
Berlin.....	4	3½	4	3½	4	3½	4	3½
Frankfort.....	—	3½	—	2½	—	2½	—	2½
Hamburg.....	—	3½	—	2½	—	2½	—	2½
Amsterdam.....	3	2½	3	2½	3	2½	3	2½
Brussels.....	3	2½	3	2½	3	2½	3	2½
Madrid.....	5	5	5	5	5	5	5	5
Vienna.....	4	3½	4	3½	4	3½	4	3½
St. Petersburg.....	6	6	6	6	6	6	6	6
Copenhagen.....	3½	3½	4	4	4	4	4	4

In reference to the state of the bullion market during the past week, Messrs. Pixley & Abell remark:

Gold.—There has been little or no demand for any quarter since our last circular. The chief arrivals are: from South America £18,600 and West Indies £12,000. Of the above, £14,000 was purchased by the Bank, which has since taken 7,000 sovereigns from Spain. The sum of £75,000 has been withdrawn during the week, for New York and Egypt. The P. & O. steamer sailed yesterday with £237,995 in coin for the latter place, and £5,000, in bars, for Bombay.

Silver, which closed at 50½d. last week, improved to 50¾d. when it became known that Spain was wishing to buy. To-day business has been done for India at the last figure. The imports are: per "Nile" from West Indies, £3,500; "Britannic," from New York, £51,800. The Chili mail, arriving to-morrow, brings £10,000. The "Rosetta" takes £25,000 to Bombay.

Mexican Dollars.—The Nile brought £8,000 and the French steamer £223,000, but of this large amount the bank had been sold to arrive, and the remainder was sold at various rates between 50d. and 50½d., the latter being the price fixed for the steamer.

The quotations for bullion are reported as follows:

	Price of Gold.			Price of Silver.	
	Sept. 18.	Sept. 11.		Sept. 18.	Sept. 11.
Bar gold, fine.....oz.	s. d. 77 9	s. d. 77 9½	Bar silver, fine.....oz.	s. d. 50½	s. d. 50 11-16
Bar gold, contain'g 90 dwts. silver.....oz.	77 10	77 11	Bar silver, contain'g 5 grs. gold.....oz.	51½	51 1-16
Span. doubloons.....oz.	.....	.....	Cake silver.....oz.	54½	54 11-16
S.A.M. doubloons.....oz.	.....	.....	Mexican dols.....oz.	50½	50
U.S. gold coin.....oz.	.....	.....	Chilian dols.....oz.	.....	.....
Ger. gold coin.....oz.	.....	.....	

The reduction of the interest on the public debt of nations which have been faithful to the bondholders is still a prominent feature. This week Messrs. N. M. Rothschild & Sons announce that they are about to open a subscription list of £12,473,960 four per cent gold rentes for the sole purpose of redeeming all the Hungarian 6 per cent gold rentes now in circulation.

The new loans introduced during the week are the following: Manchester, Bury, Rochdale and Oldham Steam Tramways, £230,000; West Lancashire 5 per cent debenture stock, £100,000; Brexham Mold & Connahs Quay Railway 4 per cent debenture stock, £90,000 at par.

Tenders have been received this week for £258,000 Sydney (New South Wales) 5 per cent debentures. The amount applied for was £1,253,000, at prices ranging from the minimum of £107 10s. to £111 19s. 6d. Tenders at and above £109 5s. 6d. will receive allotments in full; average price, £109 9s. 9d.

Notwithstanding the low prices current, the imports of wheat and flour continue very liberal, and the supply afloat being as much as 1,873,000 quarters, or about 50,000 quarters more than last year, the wheat trade is very dull. The decline that has taken place is small, viz., about 3d. per quarter; but this is quite sufficient when the average price of English wheat is only 3½s. per quarter. Increased supplies of home-grown wheat are coming to market of fine and excellent quality. These are steadily absorbed by the country millers, and consequently there is a somewhat restricted sale for foreign produce. Our imports during the first two weeks of the season were as much as 3,683,220 cwt., against 3,446,596 last season, while of flour there were 608,366 cwt., against 516,642 cwt. The estimated sales of wheat in the Kingdom during the above-mentioned period are estimated at 2,146,380 cwt., against 1,750,510 cwt. in 1883. The prospect of any advance in prices is therefore very remote. Only a hand-to-mouth business is likely to be in progress for some time to come, there being no desire shown to speculate, even at the current low range of values. Field work is making rapid progress, the weather being very favorable to the operation.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first two weeks of the season, the sales of home-grown wheat, the average price of English wheat and the visible supply of wheat in the United States, compared with previous seasons:

	1884.	1883.	1882.	1881.
Wheat.....cwt.	3,683,220	3,446,596	3,993,403	2,017,194
Barley.....	520,169	178,509	232,069	73,085
Oats.....	642,236	516,554	664,078	582,211
Peas.....	27,077	34,982	35,561	17,668
Beans.....	161,624	219,760	68,319	107,000
Indian corn.....	992,816	1,403,024	678,731	1,397,542
Flour.....	608,366	516,642	486,265	458,464

Supplies available for consumption, stocks September 1 not included.

	1884.	1883.	1882.	1881.
Imports of wheat, cwt.	3,683,220	3,446,596	3,993,403	2,017,194
Imports of flour.....	608,366	516,642	486,265	458,464
Sales of home-grown produce.....	2,146,380	1,750,510	1,223,240	948,300
Total.....	6,437,966	5,722,748	5,707,903	3,423,953
Average price of English wheat for season, qrs. 34s. 1½d.		41s. 8d.	46s. 6d.	51s. 10d.
Visible supply of wheat in the U. S. bush, 20,100,000	23,500,000	12,000,000	19,500,000	
Supply of wheat and flour afloat to United Kingdom, quarters.	1,812,000	1,842,000	2,184,000	2,011,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Oct. 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50½	50½	50½	50½	50½	50½
Consols for money.....	101½	101½	101½	101½	101½	101½
Consols for account.....	101½	101½	101½	101½	101½	101½
French rentes (in Paris) fr. 78-5½	78-5½	78-5½	78-5½	78-5½	78-5½	78-5½
U. S. 4½s of 1891.....	115½	115½	115½	115½	115½	115½
U. S. 4s of 1907.....	123½	123½	123½	123½	123½	123½
Canadian Pacific.....	45	44½	45	45	45	45
Chic. Mil. & St. Paul.....	87½	87½	80	81½	80½	80½
Erie, common stock.....	14½	14½	14½	14½	14½	14½
Illinois Central.....	124½	124½	127	127½	127½	127½
Pennsylvania.....	55½	56½	57	56½	56½	56½
Philadelphia & Reading.....	13	13	13	13	13	13
New York Central.....	96½	96½	98½	98½	98½	97½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	10 9	10 9	10 9	10 9	10 9	10 9
Wheat, No. 1, wh. "	8 7	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, n. "	6 6	6 6	6 6	6 6	6 6	6 6
Winter, South, n. "	8 8	8 8	8 8	8 8	8 8	8 8
Winter, West, n. "	6 8	6 8	6 8	6 8	6 8	6 8
Cal., No. 1.....	7 1	7 1	7 1	7 2	7 2	7 2
Cal., No. 2.....	6 8	6 8	6 8	6 8	6 8	6 8
Corn, mix., old.....	5 6	5 6	5 6	5 6	5 6	5 6
Corn, mix., new.....	4 11	4 11	4 11	4 11	4 11	4 11
Port, West, mess., ½ bbl.	68 0	68 0	68 0	68 0	68 0	68 0
Bacon, long clear.....	49 0	49 0	49 0	49 0	49 0	49 0
Beef, pr. mess., new, ½ cwt.	79 0	79 0	79 0	79 0	79 0	79 0
Lard, prime West, ½ cwt.	39 3	38 6	38 0	37 9	38 0	38 0
Cheese, Am. choice.....	53 0	53 6	53 6	53 6	53 6	53 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

3,253.—The First National Bank of Medicine Lodge, Kansas. Capital \$50,000. Jas. A. Blair, President; Oliver C. Ewart, Cashier.
3,254.—The Merchants' National Bank of Peoria, Ill. Capital, \$200,000. Horatio N. Wheeler, President; John E. Smith, Cashier.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Oct. 1. We gave the statement for Sept. 1 in CHRONICLE of Sept. 6, page 253, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Oct. 1, 1884, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	\$8,028,450	\$159,908,100	\$167,936,550
Currency 6s.....	120,000	3,469,000	3,589,000
5 per cents.....	.....	.....	.....
4½ per cents.....	1,626,500	49,220,950	50,847,450
4 per cents.....	7,035,050	116,527,950	123,563,000
5s, ext. at 3½.....	.....	.....	.....
6s, ext. at 3½.....	.....	.....	.....
Total.....	\$16,840,000	\$329,186,000	\$346,026,000

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage at the Mints of the United States during the month of September and for nine months of 1884:

Denomination.	Month of Sept.		Nine Months of 1884.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	106,405	\$2,128,100	788,830	\$15,776,600
Eagles.....	10	10	127,203	1,272,050
Half eagles.....	1	5	239,047	1,195,235
Three dollars.....	.....	.....	85	255
Quarter eagles.....	.....	.....	56	140
Dollars.....	174	174	3,153	3,153
Total gold.....	106,585	2,128,299	1,158,376	18,217,433
Standard dollars.....	2,350,600	2,350,000	20,955,710	20,955,710
Half dollars.....	.....	.....	710	355
Quarter dollars.....	.....	.....	710	177
Dimes.....	720,000	72,000	2,960,710	296,071
Total silver.....	3,070,000	2,422,000	23,917,840	21,252,313
Five cents.....	952,100	47,605	8,069,072	403,454
Three cents.....	100	3	3,072	92
One cent.....	1,545,000	15,456	18,695,872	186,959
Total minor.....	2,497,800	63,064	26,768,016	590,505
Total coinage.....	5,674,385	4,613,363	51,844,232	40,060,251

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO OCT. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Sept. 1, together with the amounts outstanding Oct. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Oct. 1:

National Bank Notes—			
Amount outstanding Sept. 1, 1884.....		\$336,054,588	
Amount issued during Sept.....	\$943,390		
Amount retired during Sept.....	1,719,132		775,742
Amount outstanding October 1, 1884.....		\$335,278,844	
Legal Tender Notes—			
Amount on deposit to redeem national bank notes Sept. 1, 1884.....		\$39,078,131	
Amount deposited during Sept.....	\$2,663,886		
Amount re-issued & bank notes retired in Sept.....	1,720,257		943,629
Amount on deposit to redeem national bank notes October 1, 1884.....		\$40,021,760	

* Circulation of national gold banks, not included above, \$550,384.

According to the above, the amount of legal tenders on deposit Oct. 1 with the Treasurer of the United States to redeem national bank notes was \$40,021,760. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.
Insolvent bks	\$773,308	\$16,283	\$752,580	\$767,063	\$733,802
Liquidating bks	11,672,667	11,188,913	10,825,121	10,457,257	10,396,076
Reduc'd and r'd act of 1874.	27,002,361	27,787,046	27,981,606	27,853,811	28,891,882
Total.....	\$39,448,336	\$39,792,244	\$39,559,307	\$39,078,131	\$40,021,760

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,889,728, against \$7,100,185 the preceding week and \$8,607,773 two weeks previous. The exports for the week ended Sept. 30 amounted to \$5,999,960, against \$7,068,417 last week and \$8,565,997 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 25, and for the week ending (for general merchandise) Sept. 26; also totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884.
Dry goods.....	\$2,347,946	\$2,709,976	\$2,798,811	\$2,063,600
Gen'l mer'dise....	7,051,645	7,581,234	5,206,736	4,326,128
Total.....	\$9,402,591	\$10,291,260	\$8,005,547	\$6,889,728
Since Jan. 1.				
Dry goods.....	\$87,710,810	\$105,218,431	\$97,707,438	\$92,359,459
Gen'l mer'dise....	243,445,351	277,949,376	248,687,494	234,023,560
Total 39 weeks.....	\$331,156,161	\$382,767,807	\$346,394,932	\$326,383,019

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 30, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884.
For the week.....	\$7,537,795	\$7,604,027	\$6,826,497	\$5,999,960
Prev. reported....	281,742,199	247,955,791	261,696,204	234,777,520
Total 39 weeks.....	\$292,279,994	\$255,559,818	\$268,522,701	\$240,777,780

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 27, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$26,471,070	\$.....	\$3,294,150
France.....		4,352,824		2,406,615
Germany.....		1,658,920		1,962,691
West Indies.....	2,100	3,888,014	546,033	3,373,154
Mexico.....		7,600		8,150
South America.....		768,774		237,691
All other countries.....		766,042		28,083
Total 1884.....	\$2,100	\$37,913,444	\$678,471	\$11,310,457
Total 1883.....	35,000	415,668	413,311	8,239,362
Total 1882.....	28,000	33,802,734	315,080	1,696,585
Silver.				
Great Britain.....	\$237,348	\$9,218,972	\$.....	\$2,285
France.....		742,259		843
Germany.....		136,245		46,590
West Indies.....	16,764	55,458	31,926	781,831
Mexico.....		20,817	1,000	1,787,973
South America.....		58,873	14,956	209,543
All other countries.....		83,992		3,715
Total 1884.....	\$271,032	\$10,504,612	\$47,882	\$2,568,780
Total 1883.....	347,857	11,349,417	210,164	4,150,415
Total 1882.....	218,244	9,354,716	81,852	1,996,283

Of the above imports for the week in 1884, \$125,200 were American gold coin and \$15,214 American silver coin. Of the exports during the same time, \$2,100 were American gold coin.

U. S. SUB-TREASURY.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Sept. 27.	\$926,076 04	\$948,882 29	\$132,481,023 54	\$8,557,790 93
" 29.	1,163,032 90	*2,067,589 82	132,126,390 78	9,307,866 77
" 30.	1,445,945 84	1,119,158 39	132,464,212 05	9,236,832 95
Oct. 1.	1,745,254 08	1,169,603 34	132,699,698 15	9,366,937 59
" 2.	1,314,010 94	5,197,628 39	130,481,282 72	7,271,735 57
" 3.	1,133,429 62	3,011,369 19	129,534,831 72	6,340,247 00
Total.....	7,027,749 42	13,514,291 42		

* Includes \$272,000 gold certificates taken out of cash.

† Chiefly on account of interest payments and bonds redeemed.

131ST CALL FOR U. S. BONDS.—This call, issued by the Treasury Department September 26, 1884, will retire \$10,000,000 of the 3 per cents on Nov. 1, 1884, numbered as follows:

\$50—Orig. No.	304 to orig. No.	306, both incl.
\$100 " 2205 to " 2255, both incl. and		
" " 9349 to " 9563, both incl. and		
\$500 " 1091 to " 1114, both incl. and		
" " 4025 to " 4047, both incl. and		
\$1,000 " 10013 to " 10619, both incl. and		
" " 22914 to " 23010, both incl. and		
\$10,000 " 18365 to " 19337, both incl.		
Total.....		\$10,000,000

The bonds described above are either bonds of the "original" issue, which have but one serial number at each end, or "substitute" bonds, which may be distinguished by the double set of numbers, which are marked plainly "original numbers" and "substitute numbers." All of the bonds of this loan will be called by the original numbers only.

Lehigh Valley—Pittsburg & Western.—The Philadelphia Press says that the positive announcement is made of a new line to compete with the Pennsylvania Railroad between Philadelphia and Pittsburg. This new route is to be brought about by an alliance between the Lehigh Valley and Pittsburg & Western railroads, and it is said that the preliminaries are all arranged and the papers in course of execution. The Lehigh Valley Railroad Company will extend its line westward from Ashland, through the towns of Huntingdon and Blairsville, and down the valley of Plum Creek, in Allegheny County, at the mouth of which valley it will bridge the Allegheny River and form a junction with the Pittsburg & Western Railroad line. A half interest has been purchased in the fee of the Pittsburg & Western from this point to its terminus, near Wood's Run, in Allegheny City. This portion of the road will therefore be jointly owned and managed by the two companies in perpetuity. The Lehigh Valley people have closed their negotiations for the purchase outright of six acres of land on Smoky Island, on the line of the Pittsburg & Western road, and at the Allegheny City terminus of the Union Bridge, whereon to establish large depots and railroad grounds. Whether this line will be further extended westward has not been determined. As regards distance and grades, the statement is positively made by a person intimately connected with the Pittsburg & Western Company, and enjoying opportunities to know the character of its lines, that this new line is 67 miles shorter to Philadelphia than the Pennsylvania Railroad Company's line, and that the maximum grade is 26 feet to the mile. Such grades, it is asserted, will certainly insure the future success of this line if others run at a loss. The parties in interest promise the completion of the line within the present year.

—Mr. A. M. Townsend, agent in New York of the Hongkong & Shanghai Banking Corporation, has received the thirty-eighth half-yearly report of this corporation, from which we notice that the profits for the six months ending 30th June, 1884, are, after making provision for all bad and doubtful debts, \$855,118, out of which a dividend of £2 per share is paid; a sum of \$100,000 is added to the reserve for equalization of dividends, \$45,080 is added to the reserve fund and \$51,443 is carried forward to the present half-year. The capital is now paid in full, viz., \$7,500,000, and the reserve fund amounts to \$4,400,000, the dividend reserve to \$400,000, and the bank insurance fund, in their own specie, to \$211,708.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
56 National City Bank.....235½	\$1,000 St. Paul & Sioux City
50 Corn Exchange Bank.....160½	6s. due 1919.....115½
8 N. Y. Bowery Ins. Co. 148½	\$160 Wabash Equip. Co.
100 Keely Motor Co. 75	Treasurer's Certificate.....\$135
300 N. Y. S. & B. R. Co. 10 p. 8	\$1,000 Winona Gold Mining
1,000 Ev'g Star Min'g Co. 2½ p. 8	Co. 1st Mortgage 6s.....\$14 lot.
300 Morn. Star Min. Co. 98c. p. 8	\$2,000 Add. & Nor. Penn. R'y
2,000 Fletch. G. & S. Min. Co. \$19 lot.	Co. 1st Mortgage 6s. due 1913.....\$250 lot.
10 Mahopae Ir. Ore Co. \$230 lot.	\$500 Am'tie'n Anthimony Co.
150 Winona Gold Min. Co. \$4 lot.	Bond. Ad. but first three
300 Sterling Mining Co. ....5c. p. 8	coupons attached.....\$50 lot.
10 Alliance Coal & C. Co. \$10 p. 8	\$250 New York Mutual Ins.
50 Ad. & N. Pen. Ry. Co. \$21 lot.	Co. scrip of 1872..... 71
1,161 Ex. L. S. Car Corp. Co. \$12 lot.	\$5,000 Atlanta Hill Gold Min.
50 Tot. Del. & Bur. RR. Co. \$7 lot.	& Milling Co. 6s. due Janu-
100 Atlantic Bk. of B'klyn \$64 lot.	ary, 1886.....\$25 lot.
5 Marine National B'k. ....\$3 lot.	Co. scrip of 1872..... 71
40 Brad. Bor. & Kin. R.R.	\$8,000 Kemble Coal & Iron
Co. ....\$205 lot.	Co. 6s. due 1887..... 50
40 Nat. Bk. of Commerce 148	\$5,000 Eliz. City & Norfolk
90 U. S. Trust Co.470 & 470½	R.R. Co. incomes, due 1870 54

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
European & North American.....	2½	Oct. 1	.....
Georgia (quar.).....	\$2 50	Oct. 15	Oct. 2 to Oct. 14
Housatonic pref. (quar.).....	\$2	Oct. 15	Oct. 4 to Oct. 15
Pittsburg Ft. W. & Chic. (quar.).....	1½	Oct. 7	.....
Do spec. guar. (quar.).....	1½	Oct. 1	.....
St. Louis City & Pacific pref.	3½	Oct. 5	.....
United New Jersey (quar.).....	2½	Oct. 10	.....
Vermont & Massachusetts.....	\$3	Oct. 7	Oct 1 to

NEW YORK, FRIDAY, OCT. 3, 1884-5 P. M.

The Money Market and Financial Situation.—The reports of mercantile business continue to show a slight improvement. The fact that we have now reached the second month of autumn without any notable increase of failures among merchants or manufacturers is a most favorable sign, and henceforth business ought to show a decided increase in volume.

The Chicago deal in September corn terminated on the 30th, with \$1 per bushel bid, and the settling price on the basis of an average of the day's prices was about 87 cents. One interesting feature of this speculative manoeuvre was the reported shipment of corn to Chicago from Buffalo and New Orleans—rather a good thing for the railroads if it kept up long enough.

The great event of the week was the settlement of all difficulties among the trunk lines by the officers in New York, and an agreement with the Grand Trunk of Canada for a new arbitration, &c., &c. The restoration of freight rates to 25 cents per 100 lbs. on grain was immediately made at Chicago, and the settlement, coming as it does just before the close of navigation and when there are large crops to be moved, has every appearance of being a most important negotiation for all the roads of the trunk line pool.

Rates for call loans during the week on stock and bond collaterals have ranged at 1 to 3 per cent, and to-day at 1@2 per cent. Prime commercial paper is quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £796,758, and the percentage of reserve to liabilities was 38, against 44 13-16 last week; the discount rate remains at 2 per cent. The Bank of France lost 3,676,000 francs in gold and gained 924,000 francs in silver.

The New York Clearing-House banks, in their statement of Sept. 27, showed a decrease in surplus reserve of \$208,975, the total surplus being \$27,935,725, against \$28,144,700 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. Sept. 27.	Differ'nces fr'm Previous Week.	1883. Sept. 29.	1882. Sept. 30.
Loans and dis.	\$291,126,700	Dec. \$130,706	\$329,761,000	\$319,397,000
Specie	73,826,500	Dec. 708,300	55,324,400	48,423,000
Circulation	14,137,400	Inc. 1,900	15,198,500	18,799,800
Net deposits	305,146,300	Dec. 588,100	314,107,500	288,628,900
Legal tenders	30,395,800	Inc. 352,300	24,077,300	21,646,800
Legal reserve	\$76,286,575	Dec. \$147,025	\$78,526,875	\$72,157,225
Reserve held.	10,222,300	Dec. 356,000	79,401,700	70,069,500
Surplus.....	\$27,935,725	Dec. \$208,975	\$27,492,500	\$27,087,425

Exchange.—Sterling exchange has been very quiet and weak, and the posted rates for bankers' sterling were twice reduced—one-half cent each on Monday and Thursday. The supply of commercial bills has been moderate, and an increased amount of bankers' bills has tended to soften rates—the latter arising in part, it is thought, from bond negotiations abroad.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days sterling, 4 81½@4 81¼; demand, 4 83¼@4 84. Cables, 4 84¼@4 84½. Commercial bills were 4 80@4 80½. Continental bills were: Francs, 5 22½@5 23½ and 5 20@5 20½; reichmarks, 94½@94½ and 94½@95; guilders, 39¾@39¾ and 40@40½.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ¼ discount, selling ½ discount @ par; Charleston, buying ¾ 16@¾ discount, selling par @ ¼ premium; Boston 15@20

premium; New Orleans, commercial, 100 discount; bank 100 premium; St. Louis, par; Chicago, 25 discount.

The posted rates of leading bankers are as follows:

	October 3.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 82½	4 84½	.....
Prime commercial	4 80½	.....	.....
Documentary commercial	4 80½	.....	.....
Paris (francs).....	5 22½	5 20	.....
Amsterdam (guilders).....	40	40½	.....
Frankfort or Bremen (reichmarks).....	94½	95½	.....

Coins.—The following are quotations in gold for various coins:

Sovereigns.....\$4 84 @ \$4 83	Silver ¼s and ½s. — 99¾ @ par.
Napoleons..... 3 86 @ 3 90	Five francs..... — 92½ @ — 94½
X Reichmarks. 4 74 @ 4 75	Mexican dollars. — 87½ @ — 88
X Guilders..... 3 96 @ 4 00	Do uncommere'l. — 86½ @ —
Seah'd Doubloons. 15 55 @ 15 63	Peruvian soles..... — 79½ @ —
Mex. Doubloons..... 15 55 @ 15 63	English silver.... 4 80 @ 4 85
Fine silver bars... 1 10¼ @ 1 11¼	U. S. trade dollars — 86½ @ —
Fine gold bars.... par @ ¼ prem.	U. S. silver dollars — 99¾ @ par.
Dimes & ½ dimes. — 99½ @ par	

United States Bonds.—The volume of transactions in government bonds has been small, and prices were strong early in the week, but have since given way, and close to-day at about the same figures as last Friday's closing. Currency bonds are unchanged and steady.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Sept. 27.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.
4½s, 1891.....reg.	Q-Mar.	112¼	112¼	112½	112½	112½	112½
4½s, 1891.....coup.	Q-Mar.	112¼	112½	112½	112½	112½	112½
4s, 1907.....reg.	Q-Jan.	119½	119½	119½	120½	120	119½
4s, 1907.....coup.	Q-Jan.	120½	120½	121½	120½	120	119½
3s, option U. S.....reg.	Q-Feb.	100½	100½	100½	100½	100½	100
6s, cur'ey, '95.....reg.	J. & J.	126	126	126	126	126	125
6s, cur'ey, '96.....reg.	J. & J.	128	128	128	128	128	126
6s, cur'ey, '97.....reg.	J. & J.	130	130	130	130	130	127
6s, cur'ey, '98.....reg.	J. & J.	132	131	131	131	132	130
6s, cur'ey, '99.....reg.	J. & J.	134	133	133	133	133	131

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—State bonds have been almost entirely neglected the past week, and the only sales recorded indicate weakness. The transactions embrace \$4,000 North Carolina consolidated 4s at 82¼@81½@82; \$1,000 6s, 1919, at 105, ex interest; \$5,000 Alabama, class A, at 80, and \$1,000 Missouri 6s, 1889, at 109.

The market for railroad bonds has shown a decided improvement this week, it having been more active and prices generally strong, especially for the more speculative classes. The principal features, as usual, have been the Erie 2d consols and West Shore 5s, both of which were strong until to-day on considerable transactions. The Erie seconds close at 54½, against 53½ last week, and the West Shore firsts at 42½, against 42¾ last Friday.

Railroad and Miscellaneous Stocks.—Speculation on the Stock Exchange this past week has been very erratic and prices have fluctuated widely. During the early part of the week considerable strength was manifested, and this developed on Tuesday into an active and almost buoyant market. The strength was pretty general throughout the list, and material advances were made over the prices ruling at the close of last week. This improvement, however, has not been maintained, and the market has become dull and drooping, part of the advance being lost. It was expected that the issue of debenture bonds by N. Y. Central, which was definitely announced last Friday, would have a depressing effect on the Vanderbilt stocks, but those stocks yielded but slightly and have since followed the general course of the market. The most important feature, and in fact the only one of much significance, has been the trunk line situation East and West. The affairs of these associations have been in a somewhat muddled condition, but rates on east-bound freight have now been fully restored at Chicago to the 25 cent basis on grain and 30 cent basis on provisions, and the trunk line officers in New York have settled matters with the Grand Trunk on an amicable basis which it seems probable may lead to a stronger alliance in the future.

The effect of the agreement among the trunk lines seems to have been discounted beforehand, as the market to-day was excessively dull and prices barely steady.

Louisville & Nashville has been weaker since the change in the financial plan so as to issue the \$5,000,000 of common stock instead of a new preferred stock.

In Erie affairs nothing new of their financial plans has come out, and Mr. King is reported to be clearing out many things which needed improving.

The coal stocks remain weak and a further restriction of output will probably be required in coming months.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING OCT. 3, AND SINCE JAN. 1, 1884.

STOCKS	HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1884.		For Full Year 1883.	
	Saturday, Sept. 27.	Monday, Sept. 29.	Tuesday, Sept. 30.	Wednesday, Oct. 1.	Thursday, Oct. 2.	Friday, Oct. 3.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Albany & N. Y. Air-Line, pref.				86	86		25	126 July 3	135 Jan. 30	127	135
Burlington Cdd. Rapids & No.								50 June 27	80 Aug. 10	75	86
Canadian Pacific	43 1/2	44	44 1/2	44	44	44	1,600	39 June 27	58 Jan. 18	48 1/2	65 1/2
Canada Southern	30 1/2	30 1/2	33 1/2	33 1/2	32	34	1,285	24 June 27	67 Feb. 11	47 1/2	71 1/2
Cedar Falls & Minnesota	49 1/2	50 1/2	51 1/2	51 1/2	50	51 1/2	11,850	46 Sept. 19	90 Jan. 18	88 1/2	90
Central of New Jersey	39	39 1/2	39 1/2	40 1/2	39	40 1/2	8,035	30 June 27	67 Jan. 10	61	88
Central Pacific	7 8	7 8	8 8	7 8	7 8	8 8	65	5 June 27	15 Jan. 2	13	23 1/2
Cheapeake & Ohio	13 1/2	13 1/2	13 1/2	14 1/2	13 1/2	14 1/2		9 June 20	28 Feb. 17	23	35 1/2
Do 1st pref.	8	8	8	8	8	8		7 May 26	17 Jan. 7	14 1/2	17 1/2
Do 2d pref.											
Chicago & Alton	121 1/2	121 1/2	122 1/2	123 1/2	122 1/2	123 1/2	320	20 June 27	140 Feb. 5	128	137 1/2
Chicago Burlington & Quincy	121 1/2	121 1/2	122 1/2	123 1/2	122 1/2	123 1/2	3,696	107 June 27	127 Feb. 16	115 1/2	129 1/2
Chicago Milwaukee & St. Paul	79 1/2	80 1/2	77 1/2	78 1/2	77 1/2	78 1/2	233,125	58 June 27	94 Jan. 8	91 1/2	108 1/2
Do pref.	108	108	107 1/2	108 1/2	108	108 1/2	1,850	95 June 27	119 Feb. 16	115	122 1/2
Chicago & Northwestern	89 1/2	90 1/2	90 1/2	91 1/2	90 1/2	91 1/2	124,388	81 June 23	124 Feb. 12	115 1/2	140 1/2
Do	126	126	126 1/2	127 1/2	126 1/2	127 1/2	1,720	117 June 28	149 Feb. 12	134	157 1/2
Chicago Rock Island & Pacific	114 1/2	115 1/2	114 1/2	115 1/2	114 1/2	115 1/2	1,125	100 June 28	126 Feb. 11	118 1/2	127 1/2
Chicago St. Louis & Pittsburgh	5	5	5	5	5	5	305	6 Sept. 26	13 Jan. 5	5	22
Do	19	19	18 1/2	19 1/2	19	19 1/2	407	18 June 24	141 Apr. 1	13	32 1/2
Chicago St. Paul Minn. & Om.	31	31 1/2	32	32 1/2	32 1/2	33 1/2	4,450	21 June 26	33 Jan. 20	30	55
Do	91 1/2	91 1/2	93	93 1/2	93	93 1/2	1,000	80 June 27	100 Aug. 20	91	113 1/2
Cleveland Col. Cinn. & Ind.	39	41	39 1/2	40 1/2	39 1/2	40 1/2	100	28 June 27	69 Mar. 14	54	84
Cleveland & Pittsburgh, guar.	108 1/2	109 1/2	109 1/2	110 1/2	109 1/2	110 1/2	89,970	90 June 26	133 Mar. 31	111 1/2	131 1/2
Delaware Lackawanna & West	10	11	10 1/2	11 1/2	10 1/2	11 1/2	1,225	6 June 23	25 Jan. 3	21 1/2	51 1/2
Denver & Rio Grande	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	1,710	3 May 14	8 Feb. 15	11 1/2	14 1/2
East Tennessee Va. & Ga.	8	8	8 1/2	8 1/2	8 1/2	8 1/2	7	8 June 27	10 Feb. 15	7	11 1/2
Do pref.	33 1/2	33 1/2	33 1/2	34	33 1/2	34	150	32 Aug. 1	61 Jan. 7	45 1/2	75 1/2
Evansville & Terre Haute	4	4	4	4	4	4	100	4 May 8	8 Feb. 8	5	10 1/2
Green Bay Winona & St. Paul	32	32	32	34	30	36	185	17 July 11	200 Mar. 18	190	200
Harlem	123 1/2	123 1/2	123 1/2	124	123 1/2	124	437	10 June 26	61 Jan. 10	50	82 1/2
Houston & Texas Central	82	85	84 1/2	85 1/2	82 1/2	85 1/2	110	7 June 8	88 Mar. 6	77	84 1/2
Illinois Central	15 1/2	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	2,800	9 June 21	20 Jan. 5	17 1/2	35 1/2
Do leased line 4 p.c.	15 1/2	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	1,030	16 June 27	19 Jan. 7	13 1/2	33 1/2
Indiana Bloomington & West'n	76 1/2	76 1/2	76 1/2	77 1/2	76 1/2	77 1/2	67,384	67 June 29	104 Jan. 4	58 1/2	114 1/2
Lake Erie & Western	64	68	65	68	65	67	62	22 May 24	78 Mar. 15	58	86 1/2
Long Island	27 1/2	27 1/2	27 1/2	28	27 1/2	28	11,540	62 June 24	61 Mar. 4	40 1/2	58 1/2
Louisville & Nashville								12 June 27	35 Jan. 4	30	68
Louisville New Albany & Chic.								40 Jan. 27	67 Feb. 26	38	53 1/2
Manhattan Elevated								82 Jan. 21	93 Jan. 7	80	98
Do 1st pref.								42 Jan. 23	65 Aug. 21	38	53
Do common.								10 Aug. 18	79 Aug. 22		
Manhattan Beach Co.								10 Aug. 24	24 Mar. 18	83	95 1/2
Memphis & Charleston	29	29	29	29 1/2	29	29 1/2	1,800	23 June 27	43 Jan. 1	39	55 1/2
Metropolitan Elevated								85 June 30	103 Apr. 15	76	95 1/2
Michigan Central								410 June 27	94 Mar. 4	77	100 1/2
Milwaukee L. Shore & West'n								10 Feb. 11	16 Apr. 10	10	18
Do								32 May 23	44 Apr. 10	32	48 1/2
Minneapolis & St. Louis	13	13	13 1/2	13 1/2	14	14	665	7 June 23	18 Jan. 7	16 1/2	30 1/2
Do pref.								17 June 21	36 Feb. 11	33	68 1/2
Missouri Kansas & Texas	17 1/2	17 1/2	17 1/2	18 1/2	18 1/2	18 1/2	12,070	9 June 27	23 Jan. 5	19 1/2	34 1/2
Missouri Pacific	91 1/2	92 1/2	93 1/2	93 1/2	94	94 1/2	26,060	63 May 20	100 June 21	88	106 1/2
Mobile & Ohio	9	9	9	9	9	9		6 June 20	13 Jan. 24	10	19 1/2
Morris & Essex	122	126	124 1/2	124 1/2	122	126	246	11 June 27	127 Jan. 29	120	129 1/2
Nashv. Chattanooga & St. Louis	33 1/2	35	34 1/2	35 1/2	34 1/2	35 1/2	37	30 June 26	58 Mar. 14	50 1/2	64 1/2
New York Central & Hudson	94 1/2	94 1/2	95 1/2	96 1/2	94 1/2	96 1/2	79,842	93 Sept. 17	107 Mar. 13	111 1/2	125 1/2
New York Chic. & St. Louis	5 1/2	6	5 1/2	6	5 1/2	6	515	10 June 27	20 Feb. 14	13 1/2	15 1/2
Do	10 1/2	10 1/2	10	10 1/2	10	10 1/2	600	9 May 14	20 Feb. 14	13 1/2	35
New York Elevated								115 June 24	140 Jan. 3	90	105 1/2
New York Lack. & Western	86	86 1/2	86 1/2	87 1/2	86 1/2	87 1/2	83	23 June 26	94 Apr. 12	88 1/2	98 1/2
New York Lake Erie & West.	13 1/2	14 1/2	14 1/2	14 1/2	13 1/2	14 1/2	12,315	11 June 27	20 Feb. 15	26 1/2	38 1/2
Do	23 1/2	25 1/2	27	27	27 1/2	27 1/2	900	20 June 27	71 Mar. 3	72	83 1/2
New York New England								400 8 June 24	17 Apr. 4	17 1/2	52 1/2
New York New Haven & Hart.								15 July 1	184 May 1	168	183 1/2
New York Ontario & Western	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	350	7 June 27	10 Feb. 17	7 1/2	15 1/2
New York Susq. & Western								3 July 12	6 Feb. 28	4 1/2	8 1/2
Do								9 Aug. 20	18 Feb. 16	14	21 1/2
Norfolk & Western								10 Jan. 29	11 Feb. 25	10	18
Do								22 July 9	27 Feb. 15	23	48 1/2
Northern Pacific	18 1/2	18 1/2	19 1/2	20 1/2	20 1/2	20 1/2	5,775	14 June 27	27 Jan. 7	23 1/2	53 1/2
Do pref.	43 1/2	44 1/2	43 1/2	44 1/2	44 1/2	44 1/2	61,400	37 June 27	67 Jan. 7	49 1/2	90 1/2
Ohio Central	2 1/2	3	2 1/2	2 1/2	2 1/2	2 1/2	1,905	1 June 18	4 Sept. 5	2	14 1/2
Ohio & Mississippi	19	20	19 1/2	20 1/2	19 1/2	20 1/2	1,300	1 May 14	25 Mar. 29	21	36 1/2
Ohio Southern	10 1/2	11 1/2	10 1/2	11 1/2	10 1/2	11 1/2	1,300	1 May 14	25 Mar. 29	21	36 1/2
Oregon Short Line	12 1/2	13	13	13 1/2	13 1/2	13 1/2	22,790	8 Aug. 8	24 Mar. 22	19	32
Oregon & Trans-Continental	13	13 1/2	13 1/2	14 1/2	13 1/2	14 1/2	7	6 June 26	34 Jan. 7	29 1/2	89
Peoria Decatur & Evansville	25 1/2	25 1/2	25 1/2	26 1/2	25 1/2	26 1/2	4,300	27 June 20	17 Jan. 10	25	38 1/2
Philadelphia & Reading	128	128	128	130	128	130	74	120 June 30	135 Apr. 14	129 1/2	138 1/2
Pittsburgh Ft. Wayne & Chic.								2 May 24	5 Jan. 11	4	16 1/2
Rich. & Alleg. st. k trust cts.	30	40	30	40	30	40	32	7 July 3	61 Feb. 14	47	79
Richmond & Danville	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	300	12 June 27	13 Feb. 28	11 1/2	28 1/2
Richmond & W. Va. Ferman	4	4	4	4 1/2	4 1/2	4 1/2	60	17 July 24	16 Feb. 4	14	23 1/2
Rome Watertown & Ogdensb.	18	22	20	26	24	24	100	19 Aug. 6	24 Mar. 21	15	34
St. Louis Alton & Terre Haute	20	30	20	27	20	27	100	18 June 27	29 Aug. 12	35	55
St. Louis & San Francisco	80	80	80	82	80	82	70	7 Feb. 5	80 Feb. 5	60	103
Do								11 June 28	29 Aug. 22	20 1/2	36 1/2
Do 1st pref.								24 June 30	50 Mar. 18	40	53 1/2
St. Paul & Duluth								10 May 15	96 Apr. 10	87	100 1/2
Do								15 June 30	32 Jan. 8	13	40 1/2
St. Paul Minneapolis & Manitoba	88	90	92	92	90 1/2	90 1/2	610	78 June 27	99 Jan. 7	94	169 1/2
Texas & Pacific	11 1/2	11 1/2	12 1/2	12 1/2	12 1/2	12 1/2	17,245	5 June 27	22 Feb. 11	17 1/2	43 1/2
Union Pacific	50 1/2	51 1/2	51 1/2	52 1/2	51 1/2	52 1/2	158,991	28 June 30	84 Feb. 16	70	104 1/2
Wabash St. Louis & Pacific	4	5	4 1/2	5 1/2	4 1/2	5 1/2		4 June 27	19 Jan. 7	3	36 1/2
Do	11 1/2	11	12 1/2	16 1/2	11 1/2	16 1/2		9 May 20	32 Jan. 6	29 1/2	57 1/2
MISCELLANEOUS.											
American Tel. & Cable Co.	52	52	56 1/2	56 1/2	54 1/2	54 1/2	120	49 May 16	61 Jan. 8	57	69 1/2
Bankers' & Merchants' Tel.	5	5	5	5	5	5					

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo.	1884.	1883.	1884.
Ala. & Southern	August.....	86,667	92,343	678,814
A. Arch. T. & S. Fe.	July.....	1,301,629	1,325,710	8,918,451
Bost. H. T. & W.	3d wk Sept.	11,410	8,213	814,431
Bur. Ced. E. & No.	3d wk Sept.	58,993	58,993	1,570,663
Canadian Pacific	3d wk Sept.	151,000	129,000	3,795,832
Central Iowa	4th wk Sept.	37,945	30,000	1,032,119
Central Pacific	August.....	2,138,930	2,267,543	14,410,161
Chesap. & Ohio	2 wk Sept.	145,384	121,296	2,529,013
Eliz. Lex. & S.	2d wk Sept.	36,011	33,951	517,215
Ches. O. & S. W.	3 wk Sept.	83,479	88,513	928,322
Chicago & Alton	3d wk Sept.	229,121	233,350	6,114,293
Chic. Burl. & Q.	July.....	1,735,199	1,821,705	13,331,220
Chic. & East. Ill.	3d wk Sept.	41,537	36,675	1,091,603
Chic. Mil. & St. P.	4th wk Sept.	736,000	673,752	16,405,000
Chic. & Northw.	3d wk Sept.	743,607	900,900	16,866,284
Ch. St. P. Min. & O.	4th wk Sept.	177,400	176,800	4,109,641
Chic. & W. Mich.	3d wk Sept.	26,770	32,991	1,099,098
Chic. Ind. St. L. & C.	3 wk Sept.	169,336	175,752	1,704,743
Cin. N. O. & B. T.	3d wk Sept.	231,668	241,133	1,666,341
Cin. Wash. & Balt.	3d wk Sept.	45,637	52,229	1,232,468
Clev. Akron & Col.	3d wk Sept.	9,347	11,833	347,542
Clev. Col. & Ind.	August.....	292,212	300,000	2,069,138
Connott & W.	August.....	27,500	40,493	2,345,826
Denver & Rio Gr.	June.....	583,797	678,781	3,034,512
Des Mo. & Ft. D.	3d wk Sept.	9,504	8,399	241,421
Det. Lans. & No.	3d wk Sept.	24,299	37,992	966,612
Dub. & Sioux City	1st wk Sept.	20,415	22,223	574,553
Eastern	August.....	415,187	428,342	2,359,865
E. Tenn. Va. & Ga.	2 wk Sept.	159,360	170,940	2,614,399
Evans. & C. H.	2d wk Sept.	21,000	27,388	1,093,914
Flint & P. Marq.	3d wk Sept.	33,371	31,955	1,879,044
Flor. W. & N.	3d wk Sept.	14,284	18,820	686,941
Ft. Worth & Den.	August.....	35,800	31,268	315,800
Grand Trunk	Wk Sept. 20	388,609	418,188	12,076,422
Gr. Bay W. & St. P.	3d wk Sept.	6,031	8,148	230,992
Gulf Col. & San Fe.	3d wk Sept.	54,776	1,006	1,206,399
Hona. E. & W. Tex.	August.....	36,330	36,330	1,739,584
I. Ill. Cent. (Ill.)	3d wk Sept.	238,450	259,169	6,989,064
Do (Iowa)	3d wk Sept.	45,806	45,306	1,164,897
Ind. Bloom. & W.	3d wk Sept.	72,309	68,957	1,908,023
K. C. Ft. S. & Gulf	2d wk Sept.	45,953	39,506	1,631,941
Kan. C. Sp. & M.	2d wk Sept.	21,942	.....	779,916
Kentucky Cent.	2 wk Sept.	44,289	43,683	611,027
Lake Erie & W. Ind.	September	146,000	146,000	1,367,710
L. Rk. & Ft. Smith	July.....	32,200	31,518	269,765
L. Rk. & M. Riv. & T.	July.....	24,190	23,875	176,354
Long Island	3d wk Sept.	68,727	67,072	2,132,887
La. & Mo. River	June.....	49,900	51,000	314,559
Louis. & Nashv.	3d wk Sept.	271,290	314,700	9,540,274
Mar. Hough. & O.	2d wk Sept.	25,236	25,167	645,778
Memph. & Chas.	3d wk Sept.	50,939	61,049	621,406
Mexican Cent.	August.....	240,138	137,701	1,812,557
Mex. Nat. N. Do	2d wk Sept.	10,368	.....	368,911
Southern Div.	2d wk Sept.	13,493	.....	541,127
Other lines &c.	2d wk Sept.	2,419	.....	208,537
Milwaukee & No.	3d wk Sept.	10,275	9,645	383,429
Min. L. & S. West.	3d wk Sept.	24,368	23,055	733,491
Min. & St. L. & N.	3d wk Sept.	128,290	128,290	1,367,710
Mobile & Ohio	August.....	143,606	156,581	1,245,044
Nash. Ch. & St. L.	August.....	218,190	216,658	1,503,846
N. O. & Northeast	August.....	26,375	10,760	241,172
N. Y. & New Eng.	July.....	276,217	320,151	1,867,716
N. Y. Erie & W.	July.....	1,458,186	1,694,687	9,129,246
N. Y. P. & O.	July.....	480,077	612,893	3,127,798
N. Y. Susq. & P.	July.....	105,828	105,827	64,773
Norfolk & West.	3 wk Sept.	205,244	190,316	1,865,978
Shenandoah V.	3 wk Sept.	62,473	66,675	538,520
Northern Cent.	August.....	510,427	587,272	3,608,198
Northern Pacific	4th wk Sept.	412,941	488,213	9,265,496
Ohio Central	4th wk Sept.	30,338	38,158	727,485
Ohio & Miss.	August.....	350,476	484,980	2,623,749
Oregon	August.....	81,077	.....	2,860,476
Oregon Imp. Co.	July.....	283,611	403,796	1,944,696
Pennsylvania	August.....	4,617,894	4,775,380	31,940,228
Peoria Dec. & Ev.	3d wk Sept.	14,546	15,291	551,589
Phila. & Erie	August.....	367,903	383,891	2,303,441
Phila. & Read'g	August.....	3,299,015	3,868,103	16,176,943
Do C. & Iron	August.....	1,948,741	1,536,010	10,436,344
Richm. & Ind.	August.....	229,142	317,594	2,369,171
Ch. Col. & Aug.	August.....	48,070	58,786	446,848
Colombia & Gr.	August.....	37,879	49,203	367,814
Va. Midland	August.....	149,898	175,861	1,013,906
West. Mo. Car.	August.....	48,794	44,957	275,447
Roch. & Pittsb'g	3d wk Sept.	25,407	19,437	811,002
Rome Wat. & O.	August.....	152,882	142,170	896,663
St. L. Alton & S.	2d wk Sept.	27,172	34,945	907,202
Do (brols.)	3d wk Sept.	15,330	13,727	525,420
St. L. Ft. S. & W.	3d wk Sept.	10,249	7,026	338,593
St. L. & San Fran.	4th wk Sept.	142,000	126,600	3,374,232
St. Paul & Dulth	3d wk Sept.	42,537	32,972	843,922
St. P. Min. & Man.	August.....	564,421	629,613	4,823,950
South Carolina	July.....	59,255	75,044	636,594
So. Pac. Cal.	July.....	127,230	124,194	614,427
Do So. Div.	June.....	307,260	387,349	1,790,247
Do Arizona	June.....	146,231	236,333	945,037
Do N. Mex.	June.....	48,000	72,037	324,640
Texas & N. Orl's.	July.....	64,628	113,251	486,007
Louisiana W'n.	July.....	20,323	52,488	248,127
Tex. & St. Louis	2d wk Sept.	28,685	.....	591,980
Vol. A. & N. M.	July.....	20,263	.....	144,904
Utah Pacific	July.....	2,384,343	2,491,035	13,441,137
Utah Central	August.....	93,980	93,588	657,620
Vicksb. & Mer.	August.....	35,134	32,302	291,455
Vicksb. & Pac.	August.....	26,233	10,087	99,040
Wab. St. L. & P.	2d wk Sept.	408,000	411,000	.....
West Jersey	August.....	233,367	215,986	929,406
Wisconsin Cent.	3d wk Sept.	21,314	30,094	999,395

a Includes Southern Kansas lines in both years. b Includes Southern Division. c Including both divisions. d Corpus Christi to Saltillo. 337 miles; up to May embraced only 236 miles, Laredo to Saltillo. e Only 164 miles now, but prior to May represented 297 miles. f Whole Southwestern system. g Not including earnings of New York Penn. & Ohio road. h Not including Central New Jersey in either year prior to June 1. i Included in Central Pacific earnings above. j Embracing lines in Missouri, Arkansas and Texas.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business Sept. 27:

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
New York	\$ 1,133,000	\$ 2,277,300	\$ 2,147,000	\$ 10,717,000	\$ 450,000
Manhattan Co.	1,228,000	528,000	528,000	8,294,000	.....
Merchants'	7,218,200	2,003,800	1,116,200	8,728,100	549,700
Mechanics'	7,820,000	2,318,000	775,000	7,907,000	.....
Union	4,408,900	1,012,100	170,700	3,746,400	.....
First Nat'l	10,346,000	2,553,300	632,400	9,493,600	1,100
Phenix	2,614,000	293,000	335,100	2,163,000	255,700
City	7,919,500	9,243,300	337,000	15,190,400	.....
Traders'	3,087,600	283,300	124,100	1,749,400	796,500
Flon	1,246,400	847,500	101,200	1,474,500	.....
Chemical	15,749,600	5,979,200	811,800	18,160,100	.....
Merchants' Exch.	2,900,800	275,600	222,400	2,443,600	292,500
Gallatin National.	4,968,600	569,400	474,000	3,130,400	621,000
Butchers' & Prov.	1,670,000	325,200	122,900	1,557,600	221,300
Mechanics' & Tr.	4,230,000	1,230,000	139,500	2,768,000	45,000
Greenwich	868,600	84,300	181,300	910,600	2,600
Leather Manuf'rs.	2,940,300	312,400	681,700	2,688,400	513,800
Seventh Ward	1,185,000	195,000	119,800	1,168,800	11,200
State of N. Y.	2,983,200	696,400	385,600	8,050,100	.....
America's Exch'g.	13,783,000	1,544,000	1,683,000	10,875,000	.....
Commerce	18,109,300	4,812,600	1,596,500	13,897,900	800,300
Broadway	5,692,500	722,100	246,600	4,118,100	897,300
Mercantile	2,532,900	1,225,700	426,500	6,116,000	426,300
Pacific	2,152,700	464,700	159,900	2,166,700	.....
Republic	4,737,900	423,300	738,800	4,238,000	531,900
Chatham	3,256,400	417,300	516,700	3,429,900	45,000
Peoples'	1,525,800	107,200	191,900	1,811,100	5,400
North	2,879,100	42,800	345,800	3,385,100	.....
Hanover	7,145,900	2,739,400	701,400	8,465,100	526,500
Irving	2,577,600	665,900	441,000	2,677,000	358,900
Metropolitan	3,912,000	43,000	27,000	1,183,000	1,305,000
Central National	515,500	515,500	339,000	2,389,000	267,700
Nassau	2,232,000	210,000	285,700	2,458,100	.....
Market	2,745,700	478,600	278,700	2,338,000	449,600
St. Nicholas	1,708,300	130,300	392,900	1,586,100	.....
Leather	2,438,000	676,000	1,157,000	7,455,000	445,500
Corn Exchange	775,700	73,600	18,000	4,984,000	.....
Continental	3,980,700	1,050,900	372,300	4,765,000	69,100
Oriental	1,888,300	101,700	273,900	1,704,700	.....
Importers' & Trad.	15,955,800	5,067,300	1,422,200	20,102,600	1,300,000
Bank	1,145,400	439,300	1,777,800	1,778,000	45,000
North River	1,560,000	26,000	287,000	1,827,000	.....
East River	1,098,000	87,400	129,900	822,400	221,300
Fourth National	12,981,100	4,097,500	1,358,200	14,500,800	380,000
First National	992,000	992,000	1,157,000	7,455,000	297,000
Second National	1,857,000	227,000	328,000	2,209,000	45,000
Third National	4,143,400	387,200	588,100	3,821,900	270,000
First National	15,613,200	3,115,100	782,700	16,032,200	449,900
Third National	4,718,500	1,102,400	501,000	5,126,000	.....
N. Y. Nat. Exch'g.	1,455,500	129,900	29,800	1,178,000	269,100
Bowery	1,863,800	235,100	220,300	1,812,600	228,500
N. Y. County	1,938,400	173,100	516,500	2,289,100	180,000
German-American	2,735,100	776,400	108,500	2,827,900	.....
Chase National	907,800	390,700	37,100	3,100,000	45,000
Fifth Avenue	2,388,200	490,000	107,000	2,966,600	.....
German Exch'g.	1,696,100	112,000	432,000	2,190,200	.....
Germania	1,777,800	268,000	165,000	2,292,200	.....
United States	1,047,000	1,047,000	1,047,000	4,000,000	449,800
Lincoln	1,500,300	287,000	171,900	1,719,500	44,300
Garfield	887,700	77,300	197,000	842,600	178,000
Fifth National	1,060,400	145,700	200,200	1,100,600	184,100
Total	291,126,700	73,826,500	30,395,800	305,146,300	14,137,400

The following are totals for several weeks past:

1884.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation	App. Clear'g.
	\$	\$	\$	\$	\$	\$
June 7	302,604,000	46,187,000	25,984,700	288,323,200	14,372,200	620,943,098
	14,295,883,200	48,687,000	28,577,000	24,111,600	14,341,100	528,881,290
	21,283,747,000	51,348,000	29,841,000	26,811,600	14,389,000	607,771,000
	28,953,404,000	59,817,000	28,844,000	288,580	14,384,500	620,803,839
July 5	329,608,900	60,851,800	24,027,000	290,304,000	14,437,600	552,672,882
	12,289,817,100	68,612,600	30,128,400	299,352,000	14,470,100	476,889,275
	22,688,603,700	72,731,600	31,873,700	304,788,100	14,116,900	461,893,350
	28,708,758,000	74,147,000	32,000,000	305,540,000	14,332,000	544,182,882
Aug. 20	328,352,800	74,743,800	31,572,100	304,616,000	14,398,000	535,503,126
	9,288,922,700	76,346,000	31,341,700	305,264,400	14,377,400	590,058,586
	16,287,940,000	77,014,200	32,166,900	306,691,000	14,328,600	483,001,224
	28,189,993,900	77,014,200	32,166,900	305,540,000	14,328,600	483,001,224
	30,287,893,000	75,916,500	31,521,900	304,152,100	14,355,400	535,716,201
Sept. 6	329,347,300	76,708,000	29,963,800	304,583,900	14,275,100	463,912,628
	13,290,874,100	74,100,100	30,094,100	303,599,000	14,183,300	422,613,919
	20,291,237,400	74,534,800	30,043,500	305,734,400	14,135,500	482,099,078
	29,191,200,000	74,534,800	30,043,500	305,734,400	14,135,500	482,099,078

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "a.t." for sinking fund; "l." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				BID.		ASK.		CITY SECURITIES.				BID.		ASK.									
UNITED STATES BONDS.								CITY SECURITIES.								CITY SECURITIES.							
4½s, 1891.....	reg. Q-M	112½	112½	7s long.....	Various	110	.....	Lawrence, Mass.—6s, 1894.....	A & O	117½	119	6s, 1900.....	A & O	125	127							
4½s, 1891.....	coup. Q-M	112½	112½	Allegheny, Pa.—5s, ep. '83-97.....	Var.	100	105	Long Island City, N. Y.—Water, 7s, '95	Var.	114	118	7s, short dates.....	Var.	106	108								
4½s, 1907.....	reg. Q-M	120	120½	4½s, coup., 1893-1901.....	Var.	100	105	Louisville, Ky.—7s, long dates.....	Var.	106	108	7s, short dates.....	Var.	106	108								
4½s, 1907.....	coup. Q-M	120	120½	4s, coup., 1901.....	Var.	100	101	6s, long.....	Var.	108	107	6s, long.....	Var.	108	107								
3s, option U. S.....	reg. Q-M	100	100	Allegheny Co., 5s, ep., 1913.....	J & J	107	108	6s, short.....	Var.	100	101	6s, short.....	Var.	100	101								
6s, Currency, 1895.....	reg. J & J	126	126	4s, riot loan, 5-10s.....	.....	99	100	5s, 1890-1900.....	M & N	102	103	5s, 1890-1900.....	M & N	102	103							
6s, Currency, 1896.....	reg. J & J	130	130	4s, do 10-20s.....	.....	99	100	Lowell, Mass.—6s, 1890, W. L. M & N	J & J	112½	112½	Lowell, Mass.—6s, 1890, W. L. M & N	J & J	112½	112½							
6s, Currency, 1897.....	reg. J & J	130	130	4s, do 5-10s.....	.....	100	101	St. Louis, Mo.—7s, 1885.....	J & J	125	.....	St. Louis, Mo.—7s, 1885.....	J & J	125	.....							
6s, Currency, 1898.....	reg. J & J	132	132	5s, do 10-20s.....	.....	102	103	.....	J & J	125	.....	.....	J & J	125	.....							
6s, Currency, 1899.....	reg. J & J	133	133	Atlanta, Ga.—7s.....	.....	102	.....	Lynn, Mass.—6s, 1887.....	F & A	103½	104½	Lynn, Mass.—6s, 1887.....	F & A	103½	104½						
STATE SECURITIES.				Do 8s.....	.....	108	.....	Water loan, 6s, 1894-96.....	J & J	118	120	Water loan, 6s, 1894-96.....	J & J	118	120						
Alabama—Class "A," 3 to 5, 1906.....	79½	80	.....	Waterworks.....	.....	108	.....	5s, 1905.....	M & N	111	113	5s, 1905.....	M & N	111	113					
do small.....	79	Augusta, Me.—6s, 1887, mun. F & A	104½	104½	100	100							
Class "B," 5s, 1906.....	98	.....	.....	Augusta, Ga.—7s.....	Various	102	.....	Macon, Ga.—7s.....	.....	100	.....	Macon, Ga.—7s.....	.....	100	.....							
Class "C," 4s, 1906.....	78	80	.....	Austin, Texas—10s.....	.....	115	120	Manchester, N. H.—5s, 1885.....	J & J	100	100½	Manchester, N. H.—5s, 1885.....	J & J	100	100½						
6s, 10-20, 1900.....	J & J	104	.....	Baltimore—6s, Pitts. & C. R. R., '86 J & J	103	.....	6s, 1894.....	J & J	115	117	6s, 1894.....	J & J	115	117							
Arkansas—6s, funded, 1899.....	J & J	12	9	6s, consol., 1890.....	Q-M	111½	.....	6s, 1902.....	J & J	120	123	6s, 1902.....	J & J	120	123							
7s, L. R. & Ft. B. issue, 1900.....	A & O	12	.....	6s, Balt. & O. loan, 1890.....	Q-M	112½	.....	4s, 1911.....	.....	102½	103½	4s, 1911.....	.....	102½	103½				
7s, Memphis & L. R., 1899.....	A & O	12	.....	6s, Park, 1890.....	Q-M	112	.....	Memphis, Tenn.....	.....	60	70	Memphis, Tenn.....	.....	60	70				
7s, L. R. P. & N. O., 1900.....	A & O	10	.....	6s, bounty, 1893.....	M & S	115	.....	Taxing Dist. of Shelby Co., Tenn.....	.....	97	.....	Taxing Dist. of Shelby Co., Tenn.....	.....	97	.....							
7s, Miss. O. & N. R. V., 1900.....	A & O	10	.....	6s, do exempt, 1893.....	M & S	124	.....	Milwaukee, Wis.—5s, 1891.....	J & D	60	.....	Milwaukee, Wis.—5s, 1891.....	J & D	60	.....							
7s, Ark. Central R. R., 1900.....	A & O	4	.....	5s, water, 1894.....	J & J	111	114	7s, 1896-1901.....	Var.	108	.....	7s, 1896-1901.....	Var.	108	.....							
7s, Levee of 1871, 1900.....	J & J	105	7	6s, 1900.....	J & J	130	.....	7s, water, 1902.....	J & J	113	.....	7s, water, 1902.....	J & J	113	.....							
California—6s, civil bonds, '93-95.....	105	110	.....	6s, West Md. R. R., 1902.....	J & J	125½	.....	Mobile, Ala.—3-4-5s, funded.....	M & N	45	55	Mobile, Ala.—3-4-5s, funded.....	M & N	45	55						
Connecticut—6s, 1885.....	M & N	103	.....	5s, consol., 1885.....	Q-M	103½	.....	Montgomery, Ala.—New 3s.....	J & J	50	.....	Montgomery, Ala.—New 3s.....	J & J	50	.....							
5s, 1897.....	M & N	103	.....	6s, Valley R. R., 1886.....	A & O	103	.....	5s, new.....	.....	101	.....	5s, new.....	.....	101	.....							
Delaware—6s.....	J & J	109½	110½	5s, 1916.....	M & N	127	128	Nashville, Tenn.—6s, short.....	.....	101	114	Nashville, Tenn.—6s, short.....	.....	101	114						
Dist. Col.—Cons. 3-6s, 1924, ep. F & A	109½	110½	.....	4s, 1920.....	J & J	114	.....	6s, long.....	.....	103	110	6s, long.....	.....	103	110				
Consol. 3-6s, 1924, reg.....	109½	110½	.....	Bangor, Me.—6s, R. R., 1890-94.....	Var.	111	113	Newark—6s, long.....	Var.	110	115	Newark—6s, long.....	Var.	110	115							
Funding 5s, 1899.....	J & J	112½	.....	6s, water, 1905.....	J & J	118	120	7s, long.....	Var.	114	117	7s, long.....	Var.	114	117							
Fern. Imp. 6s, guar., 1891.....	J & J	112½	.....	6s, E. & N. A. Railroad, 1894.....	J & J	112	114	7s, water, long.....	Var.	119	120	7s, water, long.....	Var.	119	120							
Fern. Imp. 6s, guar., 1891.....	J & J	112½	.....	6s, B. & Piscataquis R. R., 99.....	A & O	112	115	New Bedford, Mass.—6s, 1909.....	A & O	129	131	New Bedford, Mass.—6s, 1909.....	A & O	129	131							
Wash.—Fund. loan (Cong.), 6s, '92	J & J	120	.....	Bath, Me.—6s, railroad aid.....	Var.	102	101	5s, 1900, Water Loan.....	A & O	114	116	5s, 1900, Water Loan.....	A & O	114	116							
Fund. loan (Leg.), 6s, g., 1902 Var.	120½	120	.....	5s, 1897, municipal.....	.....	102	.....	N. Brunswick, N. J.—7s, various.....	.....	100	102	N. Brunswick, N. J.—7s, various.....	.....	100	102			
Market stock, 7s, 1892.....	120	120	Belfast, Me.—6s, railroad aid, '98.....	102½	103½	84½	85½	84½	85½							
Water stock, 7s, 1901.....	126	126	Boston, Mass.—6s, cur. long, 1905 Var.	128	130	99½	102	99½	102							
do 7s, 1903.....	111	111	.....	6s, currency, 1894.....	Var.	116½	116½	Newport—Water bonds 7-30s.....	.....	113	115	Newport—Water bonds 7-30s.....	.....	113	115					
Florida—Consol. gold 6s.....	J & J	111	114	5s, gold, long.....	Var.	116	118	New York City—5s, 1903.....	.....	118	120	New York City—5s, 1903.....	.....	118	120						
Georgia—6s, 1886.....	F & A	102	.....	4½s, 1908.....	A & O	112	114	6s, 1887.....	.....	105	107	6s, 1887.....	.....	105	107					
7s, new bonds, 1886.....	J & J	102	104	4s, 1908.....	A & O	112	114	6s, 1891.....	.....	118	120	6s, 1891.....	.....	118	120						
7s, endorsed, 1886.....	J & J	102	104½	Brooklyn, N. Y.—7s, short.....	J & J	109	105	6s, 1896.....	.....	124	107	6s, 1896.....	.....	124	107						
7s, gold bonds, 1890.....	Q-M	107½	.....	7s, Park, long.....	J & J	138	141	6s, 1901.....	.....	116	118	6s, 1901.....	.....	116	118					
8s, '76, '86.....	A & O	105	110	7s, Water, long.....	J & J	135	140	7s, 1896.....	.....	125	130	7s, 1896.....	.....	125	130						
Kansas—7s, long.....	J & J	105	110	7s, Bridge, long.....	J & J	139	141	7s, 1901.....	.....	132	136	7s, 1901.....	.....	132	136						
Louisiana—New con. 7s, 1914.....	J & J	105	110	6s, Water, long.....	J & J	125	129	Newton—6s, 1905, water loan.....	J & J	129	131	Newton—6s, 1905, water loan.....	J & J	129	131								
Ex matured coupon.....	60	.....	.....	6s, Park, long.....	J & J	135	140	5s, 1905, water loan.....	J & J	114	116	5s, 1905, water loan.....	J & J	114	116						
Maine—4s, 1889.....	F & A	101½	102½	6s, Bridge, long.....	J & J	123	129	Norfolk, Va.—6s, reg. stk., 78-85.....	Var.	113	115	Norfolk, Va.—6s, reg. stk., 78-85.....	Var.	113	115								
War debts assumed, 6s, '89.....	A & O	111	113	6s, Bridge, long.....	J & J	123	129	8s, coup., 1890-93.....	Var.	113	.....	8s, coup., 1890-93.....	Var.	113	.....							
Maryland—6s, exempt, 1887.....	J & J	111	113	Kings Co. 7s, 1882-89.....	M & N	102	114	8s, water, 1901.....	M & N	127	.....	8s, water, 1901.....	M & N	127	.....							
6s, Hospital, 1882-87.....	J & J	112	114	do 6s, 1882-86.....	M & N	102	.....	Norwich, Ct.—5s, 1907.....	A & O	.....	.....	Norwich, Ct.—5s, 1907.....	A & O	.....	.....						
6s, 1890.....	Q-M	107	.....	Buffalo, N. Y.—7s, 1895.....	Var.	110	.....	7s, 1905.....	J & J	115	120	7s, 1905.....	J & J	115	120						
6s, 1890-90.....	Q-M	107	.....	7s, water, long.....	Var.	122	.....	Orange, N. J.—7s, long.....	.....	115	120	Orange, N. J.—7s, long.....	.....	115	120				
3-6s, 1897.....	J & J	105½	109	6s, Park, 1926.....	M & S	108	.....	Oswego, N. Y.—7s, 1887-89.....	.....	102	.....	Oswego, N. Y.—7s, 1887-89.....	.....	102	.....							
Massachusetts—5s, gold, 1890.....	A & O	108	102	Cambria, Mass.—6s, 1897, water.....	A & O	107	.....	Paterboro, N. J.—7s, long.....	Var.	110	.....	Paterboro, N. J.—7s, long.....	Var.	110	.....							
5s, gold, 1894.....	Var.	113½	114	6s, 1894-96, water loan.....	J & J	117	119	6s, long.....	.....	106	103	6s, long.....	.....	106	103						
5s, g., sterling, 1891.....	J & J	113	114	6s, 1904, city bonds.....	J & J	123	130	5s, long.....	.....	106	103	5s, long.....	.....	106	103						
do do 1894.....	M & N	.....	.....	Charleston, S. C.—6s, st. k., 76-98.....	Q-M	74	.....	Petersburg, Va.—6s.....	J & J	100	.....	Petersburg, Va.—6s.....	J & J	100	.....							
do do 1888.....	A & O	.....	.....	7s, fire loan bonds, 1890.....	J & J	50	.....	8s.....	J & J	117	.....	8s.....	J & J	117	.....							
Michigan—7s, 1890.....	M & N	110	.....	7s, non-tax bonds.....	.....	109	.....	8s, special tax.....	.....	117	.....	8s, special tax.....	.....	117	.....							
Minnesota—New 4½s.....	J & J	100	.....	4s, non-taxable.....	.....	74	.....	Philadelphia, Pa.—6s, old, reg. J & J	.....	128	.....	Philadelphia, Pa.—6s, old, reg. J & J	.....	128	.....							
Missouri—6s, 1886.....	J & J	102½	.....	Chelsea, Mass.—6s, 1897, water.....	F & A	112	121	6s, new, reg. do 1895 & over.....	J & J	128	.....	6s, new, reg. do 1895 & over.....	J & J	128	.....							
Funding bonds, 1894-95.....	J & J	115	.....	Chicago, Ill.—7s, 1892-99.....	.....	118	118	4s, new.....	Var.	95	.....	4s, new.....	Var.	95	.....							
Long bonds, '89-90.....	J & J	107	.....	6s, 1895.....	.....	109	.....	Pittsburg, Pa.—4s, coup., 1913.....	J & J	99	100	Pittsburg, Pa.—4s, coup., 1913.....	J & J	99	100					
Asylum or University, 1892.....	J & J	108	.....	4½s, 1900.....	.....	105	106½	5s, reg. and coup., 1913.....	J & J	107	108	5s, reg. and coup., 1913.....	J & J	107	108						
Hannibal & St. Jo., 1886.....	J & J	108	.....	3-6s, 1902.....	.....	98	99½	6s, long.....	Var.	116	117	6s, long.....	Var.	116	117						
do do 1887.....	J & J	110	.....	Cook Co. 6s, 1892.....	.....	114	115	7s, water reg. & ep., '93-98.....	A & O	118	120	7s, water reg. & ep., '93-98.....	A & O	118	120						
New Hampshire—5s, 1892.....	J & J	112	112	Cook Co. 5s, 1899.....	.....	107	107½	7s, street imp., reg. '83-86.....	Var.	102½	.....	7s, street imp., reg.									

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations see Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Alleghany Cent.—1st M., 6s, 1922.				Charl'te Col. & A.—Cons., 7s, '95, J.&J.		103½	104½	Cin. I. St. L. & Chic.—(Contin'd.)			
Incomes, 1912.				2d mort., 7s, 1910.		94	99	Cin. & Ind. 2d M., 7s, '82-87, J.&J.		100	
Allegh. Val.—Gen. M., 7-10s, J.&J.		116		Cheraw & Darl.—1st M., 8s, '88, A.&O.		103		Indianapolis C. & L., 7s of '97.		107	109
East. exten. M., 7s, 1910.		129	131	2d mort., 7s.		103		Indianapolis & Cin., 1st, 7s, '88, A.&O.		101	
Incomes, 7s, end, 1894.		118½		Ches. & Ohio—Pur. money fd., 1895.		101	102	Cin. & Pitts.—1st, 7s, 1901, M.&N.		105	108
Atch'n & Neb.—1st, 7s, 1907, M.&N.		119½	120	Series A, 1903.		82	85	Cin. Northern—1st, 6s, gold, 1920.		30	40
Atch. Ton. & S. Fe.—1st, 7s, '99, J.&J.		119½	119½	6s, gold, series B, int. def. 1908.		30		Cin. Rich. & Chic.—1st, 7s, '95, J.&J.		105	108
Land grant, 7s, g., 1902.		116½	116½	6s, currency, int. deferred, 1918.		85		Cin. Rich. & F. W.—1st, 7s, g. J.&J.		107	109
Sinking fund, 6s, 1911.		103½	103½	6s, 1911.		85		Cin. Sand'y & Cl.—6s, 1900, F.&A.		100	101
Guaranteed 7s, 1909.		114	116	Ches. O. & S. W.—M. 5-6s, 1911, F.&A.		109	110	7s, 1887 extended.		101½	102
5s, 1909 (1st mort.).		84	85	Cheshire & L., 1896-95.		117	119	Consol. mort., 7s, 1890.		100	
5s, plain bonds, 1920.		87	88	Chic. & Alton—1st M., 7s, '93, J.&J.		118½		7s, guar., 1st, 7s, 1901, A.&O.		101	
4½s, 1920.		109	109	Sterling mort., 6s, g., 1903, J.&J.		118	118½	Cin. Washington & Balt.—			
Florence & El Dorado, 1st, 7s, A.&O.		117	119	Bids. Kan. C. line, 6s, g., 1903, M.&N.		115		1st M., guar., 4½s-6s, 1931, M.&N.		98½	99½
K. C. Topeka & W., 1st M., 7s, g. J.&J.		117	119	Miss. Riv. Bridge, 1st, 6s, g., 1912		115		2d mort., guar., 5s, 1931.		27½	28½
do income 7s, A.&O.		105	107	Louis & Mo. R., 1st, 6s, 1900, F.&A.		118	118½	3d mort., gold, 3s-1s, 1931.		13½	14
N. Mex. & So. Pac., 1st, 7s, 1909, A.&O.		115½	115½	do 2d, 7s, 1900, M.&N.		115		Incomes 5s, 1931.		100	
Pleasant Hill & De Soto, 1st, 7s, 1907.		103½	107	St. L. Jacks' v. C. 1st, 7s, '94, A.&O.		118		Balt. Short L., 1st, 7s, 1900, J.&J.		125	
Pueblo & Ark. V., 1st, 7s, g., 1903.		115½	92	do 2d guar. (564, 7s, '94, A.&O.		118		Clev. Col. C. & I.—1st, 7s, '99, M.&N.		120	
Sonora, 1st, 7s, 1910, guar. J.&J.		91½	92	do 2d guar. (183, 7s, '93, J.&J.		118		Consol. mort., 7s, 1914.		125	
Wichita & S. W., 1st, 7s, g., 1902.		107	108	Chic. & Atlantic—1st, 6s, 1920, M.&N.		127		Cons. S. F., 7s, 1914.		120	
Atlanta & Charlotte A. R.—1st, 7s.		108	109	2d, 6s, 1923.		102		Gen. con. 6s, 1934.		125	
Incomes, 6s.		81	79	Chic. Burl. & Q.—Cons., 7s, 1903, J.&J.		102		Bellev. & Ind. M., 7s, 1899.		125	
Atlantic & Pac.—1st 6s, 1910.		15	16	Bonds, 5s, 1895.		102		Cin. & Pitts.—4th M., 6s, 1892, J.&J.		124	130
Central Division, do new		103½		5s, debenture 1913.		95½	96	Consol. S. F., 1900.		124	130
Baltimore & Ohio—6s, 1895.		103½		5s, 1919, Iowa Div.		103		Clev. & M. Val.—1st, 7s, g., '93, F.&A.		100	
Sterling, 5s, 1927.		106	108	4s, 1919, do.		89		Columbia & Greeny.—1st, 6s, 1916		57	
Sterling, 6s, 1895.		110	112	4s, plain bonds, 1921.		78		Col. Hoek. Val. & Tol.—Consol. 5s.		67½	
Sterling mort., 6s, g., 1902, M.&N.		115	117	Bur. & Mo. R., 1st M., 7s, '93, A.&O.		115½	116	Col. & Hoek. V.—1st M., 7s, '97, A.&O.		104	
Parkensburg Br. & C., 1st, 7s, 1911, J.&J.		113	115	do 2d, 7s, 1900, M.&N.		113½	114	Col. & Toledo—1st mort. bonds.		109	
Balt. & Pot'e.—1st, 6s, g., 1911, J.&J.		115	117	do Cons. 6s, non-ex. J.&J.		104	104½	do 2d mort.		103	
1st, tunnel, 6s, g., 1911, A.&O.		115	117	do 4s, (Neb.), 1910.		180½	81½	Col. Springf. & C.—1st, 7s, 1901, M.&N.		98	99
Bell's Gap—1st, 7s, 1893.		116		do Neb. RR, 1st, 7s, '96, A.&O.		112	114	Col. & Xenia—1st M., 7s, 1890, M.&N.		111	112½
1st, 6s, 1905.		116		do On. & S. W., 1st, 8s, J.&J.		120		Conn. & Passump.—M., 7s, '93, A.&O.		116½	116½
Consol. 6s, 1913.		120		Ill. Grand Tr., 1st, 8s, '90.		109	110	Massachusetts, g., 6s, gold, '89, J.&J.		100	
Belvidere Del.—1st, 6s, g., 1902, J.&J.		101½		Dix. & Pac. M. & M., 1st, 7s, 1911, J.&J.		109	110	Conn. Val.—1st M., 7s, 1900, F.&A.		10	12
2d mort., 6s, 1887.		101½		Ort. Osw. & Fox R., 1st, 8s, 1900, J.&J.		111½	112½	Conn. West—1st M., 7s, 1900, J.&J.		26	
Boston & Albany—7s, 1892.		120	120½	Quincy & Wars'w., 1st, 8s, '90, J.&J.		111½	112½	Connecting (Phila.)—1st, 6s.		101	
6s, 1895.		117	119	Chic. & Can. So.—1st, 7s, 1902, A.&C.		15	22	Consol. RR of Vt., 1st, 5s, 1913, J.&J.		101	
Bost. Cl. & Fitch—1st, 7s, '89-90, J.&J.		111	113	Chic. & East Ill.—1st mort. 6s, 1907		104		Cumberland & Penn.—1st mort.		101	
B. C. F. & N. B., 5s, 1910.		111	112	Incomes bonds, 1907.		108½	110	do 2d mort.		101	
N. Bedford RR., 7s, 1894.		111	112	Chic. & Gr. Trunk—1st mort. 1900		108½	110	Cumherl. Val.—1st M., 8s, 1904, A.&O.		101	
Equipment, 6s, 1895.		100	100½	Chic. & Mich. L. St.—1st, 8s, '89, M.&N.		108½	110	Dakota Southern—7s, gold, '94, F.&A.		110	
Frankham & Lowell—1st, 5s, '91		100		Chic. Mil. & St. Paul.		128½	130	Dayton & Mich.—Consol. 5s.		199	100
Bost. Conc. & Mon.—5s, 6s, '89, J.&J.		103	104	P. du C. Div., 1st, 8s, 1898.		120	122	2d mort., 7s, 1884, now 1st, M.&N.		105	108
Consol. mort., 7s, 1893.		112½	112½	P. D., 2d M., 7-3-10s, 1898.		128	130	3d mort., 7s, 1888, now 2d, A.&O.		107	108
Bost. Hart & E.—1st, 7s, 1900, J.&J.		10		St. P. & Chic., 7s, g., 1902.		117	118	Dayt. & West—1st M., 6s, 1905, J.&J.		115	
1st mort., 7s, guar.		115	117	Mil. & St. P., 2d M., 7s, 1884, A.&O.		116	116	1st mort., 7s, 1905.		128½	129
Boston & Lowell—7s, '92.		112	112½	La. C., 1st M., 7s, 1893.		116	116	Delaware—Mort., 6s, guar., '95, J.&J.		125	
6s, 1896.		105½	106½	La. C. & M., 1st M., 7s, 1899, J.&J.		117½	118	Det. & Sound Bk.—1st, 6s, 1905, F.&A.		95	
New 5s, 1899.		123	123½	Pa. & Dak., 1st M., 7s, 1899, J.&J.		125		Del. Lack. & W.—Conv. 7s, 1892, J.&J.		47	
Boston & Maine—7s, 1893-94, J.&J.		123	123½	Hast. & Dak., 1st M., 7s, 1910, J.&J.		119	119½	Mort., 7s, 1907.		116	118
Bost. & Providence—7s, 1893, J.&J.		123	123½	Chic. & Mil., 1st M., 7s, 1903, J.&J.		119	119½	Den. & Rio G.—1st, 7s, g., 1900, M.&N.		117	119
Bost. & Revere B'n.—1st, 6s, '97, J.&J.		111	111½	1st mort., consol., 7s, 1905.		119	120	1st consol. mort., 7s, 1910.		34	
Bradford Bord. & K.—1st, 6s, 1932		111	111½	1st M., I. & D. Ext., 7s, 1903, J.&J.		119	120	Den. & R. G. W.—1st, 6s, 1911, M.&N.		82	
Brad. Eld. & Cuba—1st, 6s, 1932, J.&J.		111	111½	1st M., 6s, St. H. Div. 1909, J.&J.		109	110	Den. & S. P. & Pac.—1st, 7s, 1905, M.&N.		50	90
Bryn. Bath. C. I.—1st, 6s, new, 1912, F.&A.		110	111	1st M., 6s, I. & D. Ext., 1911, J.&J.		109	110	Det. M. & M.—1st, 7s, 1907, J.&J.		118½	119
Brooklyn Elevated—Bonds.		45		So. Minn., 1st, 6s, 1910.		107	108	Det. M. & M.—1st, 7s, 1907, J.&J.		57½	60
Buff. Brad. & P.—Gen. M., 7s, '96, J.&J.		100	105	Chic. & Pac. Div., 6s, 1910.		113		Land grant, 3½s, 1911.		12½	
Buff. N. Y. & Erie—1st, 7s, 1916, J.&J.		131	135	do West. Div., 5s, 1921, J.&J.		94	95	Incomes, 1921.		12½	
Buff. N. Y. & Phil.—1st, 6s, g., '96, J.&J.		106		Mineral Pt. Div., 5s, 1910.		94		Dub. & Dak.—1st M., 6s, 1919, J.&J.		113	
2d mort., 7s, g., 1908.		60		Chic. & L. Sup. Div., 5s, 1921.		94		Dub. & S. City—1st, 2d Div., 7s, J.&J.		103	
Q. M. Cons., 6s, 1921.		112	112½	Wis. & Minn. Div., 5s, 1921.		103½	103½	Dunk A. V. P.—1st, 7s, g., 1900, J.&J.		105	
Gen. M., 6s, 1924.		112	112½	Wis. Val. Div., 1st, 6s, 1920, J.&J.		99	100	East Penn.—1st M., 7s, 1888.		115½	
Buff. Pitts. & West.—6s, 1921, A.&O.		60		Chic. & Northw.—S. L., 1st, 7s, '85, F.&A.		103	103½	E. Tenn. Va. & Ga.—1st, 7s, 1900, J.&J.		56	
Pitts. Titus & B.—7s, 1896, F.&A.		70		Consol. mort., 7s, 1915.		103	103½	1st mort., consol., 5s, 1930.		15½	16½
Oil Creek, 1st M., 6s, 1912, A.&O.		105		Exten. mort., 7s, 1885.		102½		Income, 6s, 1931.		92½	
Union & Titusv., 1st, 7s, '90, J.&J.		105		1st mort., 7s, 1885.		102½		Divisional, 5s, 1930.		100	105
Warren & F'rkin, 1st, 7s, '96, F.&A.		100		Consol., gold, 7s, op., 1902, J.&J.		125		E. Tenn. & Va., end, 6s, 1886, M.&N.		101	105
Buff. & Southwest—6s, 1908, J.&J.		100½	101	1st Mo. Cen., 1st M., 7s, 1901, J.&J.		109	110½	E. Tenn. & Va., end, 6s, 1886, M.&N.		102	104
Bur. C. R. & N.—1st, 6s, new, 1906, A.&O.		85		Consol. fund, 6s, 1929.		100½	101	Sterling deb., 6s, g., 1906.		102	104
Cons. 1st & col. tr., 5s, 1934.		104		do 5s, 1929.		95½	95½	Eliz. City & Nor.—S. F. deb., 6s, A.&O.		60	
C. Rap. I. F. & N., 1st, 6s, 1920, A.&O.		90		do debent., 5s, 1933, M.&N.		93	95	1st mort., 6s, 1920.		82	
do 1st, 5s, 1921.		100		25-yr. deb. 5s, 1939.		124		Elizab. Lev. & Bly 8.—6s, 1902, M.&N.		113	
Cairo & St. Louis—1st mort.		100		Esauy & L. Sup., 1st, 6s, 1901, J.&J.		124		Elmira & Wmst.—1st, 6s, 1910, J.&J.		109	
Calif. Pac.—1st M., 7s, '89, J.&J.		100		Des M. & Minn., 1st, 7s, '97, F.&A.		124		5s, perpetual.		109	
2d M., 6s, g., end C., 1905, J.&J.		100		Iowa Mid., 1st M., 7s, 1900, A.&O.		112½		Erie & Pitts.—2d, now 1st, J.&J.		111	
3d M. (guar. P.), 6s, 1905, J.&J.		50		Peninsula, 1st, conv., 7s, '93, M.&N.		120½	123	Cons. mort., 7s, 1895.		102	
do do do, 3s, 1905, J.&J.		30	40	Chic. & Mil., 1st M., 7s, '98, J.&J.		124	125	Equipment, 7s, 1900.		103	
California So.—1st, 6s, 1922.		115		Mil. & Mad., 1st, 6s, 1905.		124	126	Evans & Crawf.—1st, 7s, '87, J.&J.		103	
Camden & Atl.—1st, 7s, g., '93, J.&J.		115		Madison Ext., 1st, 7s, 1911, A.&O.		124	126	Evans & T. H., 1st, 7s, g., 1921, J.&J.		98½	97
2d mort., 6s, 1904.		115		Memorine Ext., 1st, 7s, 1911, J.&J.		124	126	do do do, 1st, 7s, g., 1921, J.&J.		109	102½
Cons. 6s, 1911.		107	109	Northwest Un., 1st, 7s, 1917, M.&N.		124	125	Fitchburg—1st, 6s, 1890.		111	112
Cam. & Bur. Co., 1st, 6s, '97, F.&A.		96½	96½	Chic. R. I. & Pac.—6s, 1917, coup. J.&J.		109	110½	6s, 1900-01-02.		116	118
Canada So.—1st M., guar., 1908, J.&J.		76		Chic. & S. W., 1st, 7s, guar., '99, M.&N.		109	110½	7s, 1894.		123	124
2d mort., 5s, 1913.		100	101½	Chic. St. L. & N. O.—1st, 6s, 1897, 7s.		109	110½	Flint & P. Marq.—M. 6s, 1920, A.&O.		111	
2d, inc., 6s, 1915.		70		2d mort., 6s, 1907.		109	110½	Holly W. & M., 1st, 8s, 1911, J.&J.		115	116½
Catawissa—Mort., 7s, 1900.		118	119	Ten. lien, 7s, 1907.		106		St. Madison & N. W., 1st, 7s, g., 1905.		60	
Cedar F. & Min.—1st, 7s, 1907, J.&J.		121	122	5s, 1951, gold.		109	110½	St. W. & Den. City—1st, 6s, 1921.		107	
Cedar R. & Mo.—1st, 7s, '91.		107	10								

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Holt & W. Tex.—1st, 7s, '98. M&N	99			Memphis & Charleston—(Cont'd)—				N.Y. Tex. & Mex.—1st, 6s, 1912. A&O	42		
2d, 6s, 1913. J&J	108			1st, cons. Tenn. lien, 7s, 1915. J&J	101	103		N.Y. West S. & Buff.—5s, 1913. J&J	100		
H. & Tex. Cen.—1st m. 7s, guar. 1891	108			Metrop'n Elev.—1st, 6s, 1908. J&J	104	105		North & W.—Gen'l M., 6s, 1931. M&N	95		
West. Div. 1st, 7s, g., 1891. J&J	101			2d 6s, 1899. M&N	93	94		New River 1st 6s, 1932. A&O	100		
Waco & N. W.—1st, 7s, g., 1902. J&J	108			Mexican Cent.—1st, 7s, 1911. J&J	34	35		North & Petersb., 2d, 8s, '93. J&J	106		
Cons. mort., 8s, 1912. A&O	115			Scrip 10s, 1889. J&J	71	72		South Side, Va., 1st, 8s, '84-'90. J&J	102		
Waco & N. S., 1915. A&O	112			Mexican National—1st mort.	121	122		2d M., 6s, '84-'90. J&J	102		
Gen. mort., 6s, 1921. A&O	112			Mich. Cen.—Consol., 7s, 1902. M&N	104	105		South Side Va., 3d, 6s, '90-'93. J&J	102		
Hunt & Br. Top.—1st, 7s, '90. A&O	103			Consol. 5s, 1902. M&N	104	105		Va. & Tenn., 1st M., 8s, 1900. J&J	120		
Cons. 3d M., 6s, 1895. A&O	90			1st M. ou Air Line, 8s, 1890. J&J	110	111		North Carolina—M., 6s. J&J	107	112	
Ill. Cent.—1st M. Chic. & Spr. '98. J&J	110			Air Line, 1st M., 8s, guar. M&N	108	110		North Penn.—1st M., 6s, 1885. J&J	101	105	
Middle Div. reg. 5s, 1921. A&O	107	109		Gd. Riv. V., 1st 8s, guar. '86. J&J	103	104		2d mort., 7s, 1896. M&N	121	125	
Sterling, S. F., 5s, g., 1903. A&O	107	109		6s, 1909. M&S	107	108		Gm. mort., 7s, 1903. J&J	121	125	
Sterling, Gen. M., 6s, 1895. A&O	108	109		5s, coup., 1931. M&S	100	104		New loan, 6s, reg., 1905. M&S	100	102	
Sterling, 5s, 1905. J&J	108	108		5s, reg., 1931. M&S	109	111		North-east, S.C.—1st M., 8s, 99. M&S	120	120	
Ind. Bl. & W.—1st, pf. 7s, 1900. J&J	71	77		Kalamazoo & St. L., 1st, 8s, '90. M&N	102	102		2d mort., 8s, 1899. M&S	108	109	
1st mort., 4-5-6, 1909. A&O	71	77		J.L. & Sug. 1st, 8s, '85, 'wh. hds. J&J	112	113		North-north, C.C.—1st M., 6s, 1907. J&J	101	101	
2d mort., 4-5-6, 1909. A&O	75	75		J.L. & Sug. North Ext. 8s, '90. M&N	112	113		North-north, C.C.—2d mort., 6s, 85. J&J	101	101	
East Div., 1st mort. 6s, 1921. A&O	75	75		do Cons. M., 8s, '91. M&S	100	100		3d mort., 6s, 1900. A&O	118	118	
East Div. income. 1919. A&O	101	101		do Ca. 1891. M&S	100	100		Cons. mort., 6s, g., coup., 1900. J&J	101	101	
Ind. Dec. & Sp.—1st, 7s, 1906. A&O	101	101		Joliet & N. Ind., 1st, 7s (guar. M.C.)	86	87		6s, g., reg., 1900. A&O	101	101	
2d mort., 5s, 1911. J&J	75	75		Michigan & N. J.—1st, 6s, 1910. A&O	90	90		Mort. bds., 5s, 1926, series A. J&J	100	100	
2d mort., income, 1906. J&J	75	75		Midd. U. & Wat. Gap—1st mort.	50	60		Cons. mort., 6s, g., 1901. J&J	100	102	
Trust Co. cert.	75	75		2d mort.	90	100		North-north, N.J.—1st M., 6s, '88. J&J	100	102	
New 1st mort. 6s, funded	110	113		Mill. S. & W.—1st M., 6s, 1921. M&N	50	60		North. Pac. P. D'O Div.—6s, M&S	100	102	
Ind. & St. L.—1st, 7s, 1919. Var.	110	113		1st, income.	50	60		M. Div. 6s, 1919. M&N	100	102	
2d mort., 6s, guar., 1900. M&N	100	100		Mill. & No.—1st, 6s, 1910. J&J	85	85		Gen'l l. g., 1st, 6s, 1921. J&J	100	102	
Int. & Gt. North.—1st, 6s, 1919. M&N	108	108		1st, 6s, 1913. J&J	117	117		Gen'l l. g., 1st, 6s, reg., J&J	115	115	
Coup. 6s, 1909. M&S	78	80		Min. & St. L.—1st M., 1927. J&J	108	109		North-north, C.C.—1st M., 6s, '97. J&J	100	100	
2d mort., income, 8s, 1909. J&J	107	109		Mo. & T.—Cons. ad., 1904-6. F&A	104	104		O. & N. & W. Ch.—1st M., 6s, '98. J&J	100	100	
Ionia & Lansing—1st 8s, '89. J&J	107	109		Consolidated 6s, 1920. J&J	59	61		S. F., 8s, 1890. M&S	100	100	
Iowa City & West.—1st, 7s, 1903. M&N	110	110		1st, 6s, g., 1899. (U. P. S. Br.) J&J	102	102		Consol., 6s, 1920. M&S	100	100	
Pa. Falls & S. C.—1st, 7s, 1908. F&A	120	120		2d mort., income, 1911. A&O	103	103		Income, 1920. J&J	100	100	
Jefferson—Hawley Br. 7s, '87. J&J	101	101		Boonev's B'ge, 7s, guar. 1906. M&N	103	103		Ohio Cent.—1st mort., 6s, 1920. J&J	100	100	
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	111	112		Han. & C. Mo., 1st, 7s, g., '90. M&N	103	103		Incomes, 1920. J&J	100	100	
2d mort., 7s, 1910. J&J	113	114		Mo. Pac.—1st mort., 6s, g., '82. A&O	103	103		1st mort., 6s, 1920. J&J	100	100	
Junction (Phil.)—1st, 4s, 1907. J&J	104	104		Consol. 6s, 1920. J&J	90	90		Mineral Div., inc. 7s, 1921. J&J	100	100	
2d mort., 6s, 1900. A&O	111	112		2d mort., 7s, 1891. J&J	107	107		River Div., 1st. J&J	100	100	
K.C. Ft. Scott & C.—1st, 7s, 1902. F&A	111	112		Southwest Ext., 1st, 7s, 1910. J&J	102	102		do income. J&J	100	100	
Kansas C. Lawr. & So. 1st, 6s, 1909. J&J	110	110		Pacific Ext., 1st, 6s, 1921. J&J	102	102		Ohio & Miss.—Cons. S. F. 7s, '98. J&J	100	100	
K.C. St. Jos. & C.B.—M., 7s, 1907. J&J	110	110		Miss. & Tenn.—1st M., 8s, series 'A' J&J	102	102		Cons. mort., 7s, '98. J&J	100	100	
K.C. Spr. & Mem.—1st, 6s, 1923. M&N	90	97		8s, series B. J&J	104	104		2d mort., 7s, 1911. J&J	100	100	
Kansas & Nebraska—1st mort.	80	80		Mo. & T.—Cons. ad., 1904-6. F&A	104	104		1st mort., 6s, 1920. J&J	100	100	
2d mort.	82	82		Consolidated 6s, 1920. J&J	59	61		Ohio Southern—1st 6s, 1921. J&J	100	100	
Kentucky Central—6s, 1911. J&J	102	102		1st, 6s, g., 1899. (U. P. S. Br.) J&J	102	102		2d income, 6s, 1921. J&J	100	100	
Knox & Des Mo.—1st, 5s, guar. A&O	80	85		Boonev's B'ge, 7s, guar. 1906. M&N	103	103		Ohio & W. Va.—1st, 6s, '78, 1910. M&N	100	100	
L. Erie & West.—1st, 6s, 1919. F&A	20	30		Han. & C. Mo., 1st, 7s, g., '90. M&N	103	103		Old Colony—6s, 1897. F&A	100	100	
Income, 7s, 1899. J&J	20	30		Mo. Pac.—1st mort., 6s, g., '82. A&O	103	103		6s, 1895. J&J	100	100	
Bandusky Div., 6s, 1919. F&A	15	80		Consol. 6s, 1920. J&J	90	90		7s, 1894. J&J	100	100	
do income, 1920. J&J	15	80		2d mort., 7s, 1891. J&J	107	107		Oregon & Transcont.—6s, 1922. J&J	100	100	
La. Bl. & Mich.—1st, 6s, 1919. M&N	82	82		Car. B., 1st mort., 6s, g., '93. A&O	102	102		Osw. & Romo—1st M., 7s, 1915. M&N	100	100	
do income, 7s, 1899. J&J	20	40		3d mortgage, 7s, 1906. M&N	102	102		Panama—Sterl'g M., 7s, g., '97. A&O	100	100	
L. Mo. & N. L., S. F., 1st, 7s, '85. M&N	103	103		Income, 7s, 1892. M&S	103	103		Sinking fund sub. 6s, 1910. M&N	100	100	
Cleve. & Tol., 1st M., 7s, '85. J&J	103	103		Sub. A. & Gr. Tr. 6s, '78, '95. J&J	103	103		Subsidy bonds, Eng. issue, 6s. J&J	100	100	
do 2d M., 7s, 1886. A&O	100	100		Mobile & O.—1st pref. debenture.	63	63		Paris & Cal'f.—1st M., 7s, '97. J&J	100	100	
Cl. P. & Ash., new 7s, 1892. A&O	110	110		2d pref. debentures.	63	63		Penn.—Gen'l M., 6s, ep., 1910. J&J	100	100	
Buff. & E. new bds, 7s, '98. A&O	110	110		3d pref. debentures.	63	63		Gen'l mort., 6s, reg., 1910. A&O	100	100	
Buff. & State L., 7s, 1886. J&J	110	110		4th pref. debentures.	63	63		Cons. mort., 6s, reg., 1905. Q-M	100	100	
Det. Mon. & C.—2d, 7s, 1902. J&J	110	110		New mortgage, 6s, 1927. J&J	103	103		do 6s, coup., 1905. J&J	100	100	
Kalamazoo A. & Gr. R., 1st, 8s, J&J	110	111		Collateral trust 6s, 1892. J&J	103	103		Collateral trust, 4s, 1913. J&J	100	100	
Kal. & Schoolcraft, 1st, 8s, '87. J&J	100	100		1st extension 6s, 1927. J&J	103	103		Penn. Co., 6s, reg., 1907. J&J	100	100	
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	100	100		Morg'n's L. & Tex.—1st, 6s, 1920. J&J	103	103		do 1st M., 6s, 1921. J&J	100	100	
Dividend bonds, 7s, 1899. A&O	117	119		Morris & Essex—1st, 7s, 1914. M&N	138	140		Penn. & N.Y. Can.—1st, 7s, '96. J&J	100	100	
L. S. & M. S., cons., ep., 1st, 7s, J&J	124	126		2d mort., 7s, 1891. F&A	110	110		1st mort., 7s, 1906. J&J	100	100	
do cons., reg., 1st, 7s, 1900. Q-J	116	117		Bonds, 7s, 1900. J&J	110	110		Pensacola & Atlantic—1st m. M&S	100	100	
do cons., reg., 2d, 7s, 1903. J&J	117	117		General mort., 7s, 1901. A&O	121	121		Peoria Dec. & Ev.—1st, 6s, 1920. J&J	100	100	
Lawrence—1st mort., 7s, 1895. F&A	120	122		Consol. mort., 7s, 1915. J&J	110	111		Incomes, 1920. J&J	100	100	
Lehigh Val.—1st, 6s, coup., '98. J&J	120	122		Nashua & Low.—6s, g., 1893. F&A	106	107		Evansville Div., 1st, 6s, 1920. M&N	100	100	
1st val., 6s, reg., 1898. J&J	122	122		6s, 1900. J&J	106	107		do income, 1920. J&J	100	100	
Gen. M., 7s, 1910. M&S	122	122		Nashv. Ch. & St. L.—1st, 7s, 1913. J&J	117	117		Penn. & N.Y. Can.—1st, 6s, 1921. Q-F	100	100	
Gen. M., 7s, 6s, g., 1923. J&J	122	122		2d mort., 6s, 1901. J&J	100	100		Perkinsville—1st M., 6s, 1887. A&O	100	100	
Delano & La C. Pds., 7s, 1902. J&J	104	106		1st, Tenn. & Pac., 6s, 1917. J&J	90	95		Cons. mort., 6s, 1913, sterling	100	100	
L. Miami—Renewal 5s, 1911. M&N	104	106		1st, Mo. M. W. & C., 6s, 1917. J&J	190	95		Petersburg—Class A	94	94	
L. Rock & Ft. S.—1st, 6s, '78. J&J	94	95		Nashv. & Decat'r.—1st, 7s, 1900. J&J	103	103		Class B	94	94	
Long Island—1st M., 7s, 1898. M&N	121	121		Natchez Jack. & Col. 1st, 7s, 1910. J&J	103	103		Phila. & Erie—2d M., 7s, 1888. J&J	100	100	
1st consol. 5s, 1931. Q-J	102	102		Nevada Cen.—1st, 6s, 1901. A&O	103	103		Impr. ment mort., 6s, 1907. J&J	100	100	
South Side, 1st, 7s, 1887. M&S	102	102		Newark & N. Y.—1st, 7s, 1887. J&J	105	105		Gen'l mort., 6s, 1908. J&J	100	100	
Newtown & C.—1st, 7s, 1887. J&J	102	102		Newk's set. S.—1st, 7s, '89. M&N	100	101		Convertible, 7s, 1893. J&J	42	50	
L. I. City & Flushing—1st, 6s, 1911. J&J	112	113		Newburg D. & Conn.—Income	100	101		Cons. 5s, 1st series. M&N	35	55	
do income.	112	113		N. Y. & Greenw'd L.—1st M. inc. 6s	21	23		Cons. 5s, 2d series. F&A	35	55	
Lou'v. & Lex.—1st, 7s, '97. J&J (ev)	112	113		N. Y. City & No.—Gen'l, 6s, 1910. M&N	21	23		Scrip for 6 deferred 4s coupons	70	100	
2d mort., 7s, 1907. A&O	112	113		Trust Co. receipts	22	23		Deferred income	70	100	
Lav. & Nash.—Cons. 1st, 7s, '98. A&O	112	113		N. Y. Elevated—1st M., 1906. J&J	21	23		Income mort., cons. 7s, '96. J&J	70	100	
Cecilian Br., 7s, 1907. M&S	103	103		N. Y. & Harlem—7s, coup., 1900. M&N	129	129		Coal & L., guar. 7s, '92, ex ep. M&S	94	94	
Louisville loan, 6s, '86-'87. A&O	100	100		N. Y. Lack. & W.—1st, 6s, 1921. J&J	119	119		Phila. W. & Balt.—6s, 1892. A&O	107	109	
Leh. Knox, 6s, 1931. M&N	100	100		2nd, 5s, guar., 1923. F&A	91	94		6s, 1900. A&O	111	113	
Louis. Cin. & Lex., 6s, 1931. M&N	100	100		N. Y. L. E. & W.—1st, 7s, '97, ext. M&S	124	125		5s, 1910. J&J	100	100	
Mem. & O. St. L., 7s, g., 1901. J&J	119	121</									

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Richmond York Riv. & Ches., 8s...	105 1/2	105	108	Virginia Midland—(Continued)—				Chicago & Atlantic		123	123 1/2
2d mort., 6s, 1892	62 1/2	75		5th series, 5s		93	95	Chicago Burlington & Quincy	100		
Roch. & Pitts., 1st, 6s, 1921	F&A	108		Incomes, cumulative		57		Chicago & Canada Southern		4	
Consol. 1st, 6s, 1922	J&D	85	86	Wabash—1st, ext., 7s, '90, ex. F&A		102 1/2		Chicago & East Illinois		35	55
do Income, 1921		57		Mort., 7s, 1879-1909	A&O	67		Chicago & Grand Trunk		12	18
Rome Wat&O—S. F., 7s, 1891	J&D	107		2d mort., 7s, ext. 1893, ex. M&N		89	90	Chicago Iowa & Nebraska		75 1/2	75 1/2
2d mort., 7s, 1892	106			Equipment 7s, 1893	M&N	30		Chicago Milwaukee & St. Paul	100		
Consol., 1st, ext. 5s, 1922	A&O	68 1/2		Gen., 6s, 1920	J&D	37 1/2	41	do Pref., 7, 100		105 1/2	116
Income 7s, 1932	23	26		Chic. Div., 5s, 1910		69	69 1/2	Chicago & North Western		109	124
Rutland—1st M., 6s, 1902	M&N	98 1/2		Havana Div., 6s, 1910	J&Q	78	85	do Pref., 7, 100		127 1/2	128 1/2
Equipment, 2d mort., 5s	F&A	64 1/2	66	Tol. P. & West., 1st 7s, 1917	Q			Chicago Rock Island & Pac.	100	113	115
St. Joseph & Pacific—1st mort.	85			do 1st pref. inc. conv.				Chic. St. Louis & Pitts.		8 1/2	9 1/2
2d mort.	32			Iowa Div., 6s, 1921	M&N	75		do Pref., 100		100	
St. L. & T.H.—1st M., 8s, '94	J&Q			Indianap. Div., 6s, 1921	J&D	65		Chic. St. P. Minn. & Om.	com.	92 1/2	92 1/2
2d mort., pref., 7s, 1894	F&A	112		Detroit Div., 6s, 1921	J&Q	65		Chicago & West Michigan		42	44
2d income, 7s, 1894	M&N	101		Quincy Mo. & P., 1st 6s, guar. 1909	J&Q	55		Cin. Hamilton & Dayton		70	75
Div. bonds, 1894		35	50	Cairo Div., 5s, 1931	J&Q	71 1/2	80	Cin. Indianap. St. Louis & Chic.	100		60
Bellev. & S. Ill., 1st S.F. 8s, '96	A&O	116		Cons. mort., 7s, 1907, com. ex. Q-F		91		Cincinnati & Milford		95	
St. Louis & I. M.—1st, 7s, '92	F&A	110		St. L. div., 7s, 1899, ex. F&A		102 1/2		Cincinnati N. O. & Tex. Pac.		120	30
2d mort., 7s, 6s, 1897	M&N	104 1/2		Gt. West. Ill., 1st 7s, '88, ex. M&N		89		Cin. Sandusky & Cleveland	50	12 1/2	33
1st 7s, inc. pref. accumulative		107		do 2d, 7s, '93, ex. M&N		89		do Pref., 6, 50		49	50
2d 6s, inc. int. accumulative		105	107	Q'ney & Tol., 1st, 7s, '90, ex. M&N				Cin. Washington & Balt.			
Ark. Br. I. gr., M., 7s, g., '95	J&D	102	104	Ill. & S. Ia., 1st, 6s, 1912, ex. F&A		100		do Pref., 100			
Cairo Ark. & T., 1st 7s, g., '97	J&D	105		St. L. K.C. & N. (rest.) R., 7s, M&S		100		Clev. Col. Cin. & Indianapolis		39	41
Cairo & Pul., 1st, 1. g., 7s, g., '91	J&Q	67 1/2		do Om. Div., 1st 7s, 1919	A&O	100		Clev. & Pittsburgh, guar., 7, 50		140	140
Gen. com. ry. & I. g., 5s, 1913	A&O	109		West Jersey—1st, 6s, 1896	F&A	111 1/2		Cincinnati & Indiana Central		1	1 1/2
St. L. & San F.—2d M., 5s, 1898	M&N	100 1/2		1st mort., 7s, 1899	A&O	113		Connecticut & Xenia, guar., 8, 50		140	
2d M., class B, 1906	M&N	99	100	Consol. mort., 6s, 1909	A&O	106 1/2		Columbus & Xenia, guar., 8, 50			
do class C, 1906	M&N	103	104	West'n Ala.—1st M., 8s, '88	A&O	106 1/2		Col. Hock. Val. & Tol.		100	
South Pacific—1st M., 1888	J&Q			2d mort., 8s, guar., '90	A&O	106 1/2		Columbia & Greenville		100	
Pierre C. & O., 1st, 6s	F&A	101 1/2		West. Md.—End., 1st, 6s, '90	J&Q	125		do Pref., 100			
Equipment 7s, 1895	J&D	118 1/2		1st mort., 6s, 1890	J&Q	107		Concord	50	102	103
General mort., 6s, 1931	J&Q	116 1/2	118 1/2	End., 2d mort., 6s, 1895	J&Q	107 1/2		Concord & Portsmouth, guar., 7, 100		115	119
St. L. & Vand. & H.—1st M., 7s, '99	M&N	105		2d mort., pref., 6s, 1895	J&Q	107 1/2	108 1/2	Concord & Passumpsic		71	78
2d, 7s, guar., '98	M&N	100		2d, end., Wash. Co., 6s, 1890	J&Q	125		Connecticut River		161 1/2	166
St. P. & Duluth—1st, 5s, 1931	F&A	109 1/2		3d, end., 6s, 1900	J&Q	122		Connoton Valley		50c.	60c.
St. P. Minn. & Man.—1st 7s, 1909	J&Q	108 1/2		West'n Penn.—1st M., 6s, '93	A&O	108	109	Danbury & Norwalk		50	
2d 6s, 1909	A&O	109 1/2		Pitts. Br., 1st M., 6s, '96	J&Q	106		Dayton & Michigan, guar., 3 1/2, 50		58	60
Dak. Ext., 6s, 1910	M&N	109 1/2		Wheeling & L. Erie—1st, 6s, g., 1910		107 1/2		do Pref., guar., 8, 50		139 1/2	
1st consol., 6s, 1931	J&Q	109 1/2		Wim. Columbia & Augusta, 6s	J&Q	116	119	Delaware & Bound Brook		100 1/2	110
Minn's U'n., 1st, 6s, 1922	J&Q	112		Wilk. & Weldon—1st M., 7s, '87	J&Q	106		Denver & New Orleans		50	
Sandusky Mansf. & N.—1st, 7s, 1902				2d mort., 7s, 1907	M&N	115 1/2		Denver & Rio Grande		9 1/2	10 1/2
Savannah Florida & West.—				Wisconsin Cent.—1st ser., 5s, 1909		78	84	Denver & Rio Grande Western		2	8
At. & Gulf, cons. 7s, 1897	J&Q	103	112	2d series, 7s, 1909, if earned		38	40	Des Moines & Fort Dodge		5	15
1st mortgage, 7s	J&Q			Wis. Valley—1st, 7s, 1909	J&Q	98 1/2	100	do Pref.		5	8
S. Ga. & Fla., 1st M., 7s, 1899	M&N	183		Wor. & Roch., guar., 5s, '94	A&O	98 1/2		Det. Lansing & Northern, com. 100		111 1/2	112
Scioto Val.—1st M., 7s, sink's fund	2d mort.	80		Ala. Gt. South.—Lim. A., 6s, pref.		9 1/2	10	Dubuque & Sioux City		100	
Consol., 7s, 1910	J&Q	89		Lim. B., com.		4 1/2	4 3/4	East Tennessee Virginia & Ga.	100	4 1/2	5
Shenandoah Val.—1st, 7s, 1909	J&Q	103		Ala. N. O. & Pac., &c., pref.		1	2	do Pref.		7 1/2	8 1/2
General mort., 6s, 1921	A&O	102	102 1/2	do do do		129	129	Eastern (Mass.)		100	38
St. L. & Mo., 1st M., 6s, '95	J&Q	99	101	Albany & Susqueh., Guar., 7, 100		100		Eastern in N. H.		85	86
So. Carolina—1st M., 6s, 1920	A&O	99		Allegheny Valley		50		Eel River		10	60
2d mort., 6s, 1931	J&Q	90	95	Allegheny Col. & Pacific				Elmira & Williamsport		50	
Income 6s, 1931		30	30	Atchison Topeka & Santa Fe	100	71 1/2	71 1/2	do Pref., 7, 50		54	
So. Cen. (N. Y.)—1st mort., 5s		95 1/2	98	Atlanta & Charlotte Air Line		60		Erie & Pittsburgh, guar., 7, 50		105	
So. Pac. Cal.—1st, 6s, g., 1905-12	J&Q	94 1/2		Atlantic & Pacific		7	7 3/4	Evansville & Terre Haute		33	34
So. Pac. Ariz.—1st, 6s, 1903-10	J&Q	94 1/2		Augusta & Savannah, leased		100		Fitchburg		114	115
So. Pac. N. M.—1st, 6s, 1911	J&Q	94 1/2		Baltimore & Ohio		174		Flint & Pere Marquette		11 1/2	19
Southwestern (Ga.)—Conv., 7s, 1896				Balt. & Ohio, 2d pref.	100	135		do Pref.		95 1/2	96 1/2
Summit Br.—1st, 6s, 1902	M&N	95		Washington Branch	100	120	125	Fort Wayne & Jackson		100	
Sunb. Haz. & W. B.—1st, 6s, 1928	M&N	100	103	Parkersburg Branch	100	90		do Pref.		100	
2d mort., 6s, 1938	M&N	100		Bell's Gap	50	167 1/2	168	Fort Worth & Denver C.	100		
Susp. B. & Erie June.—1st M., 7s		119		Boston & Albany	100	167 1/2		Galv. Harrisb. & San Antonio		100	
Syr. Bing. & N. Y.—consol., 7s, '06	A&O	117		Bost. Con. & Montpelier	100	89	90	Georgia Pacific		123 1/2	
Tex. Cen.—1st, 8 1/2, 7s, 1909	M&N	97 1/2	100	Boston Hartford & Erie new		4		Georgia Railroad & Bank'g Co.	100		
1st mort., 7s, 1911	M&N	110		do do old		3 1/2		Grand Rapids & Indiana		7	12
2d mort., 7s, 1911	M&N	110		Boston Hoosac Tun. & Western		99 1/2	100	Grand River Valley, guar., 5, 100		4 1/2	5
Texas & New Orleans—1st, 7s, F&A		119		Boston & Lowell	500	162 1/2	162 1/2	Green Bay Winona & St. Paul	100		
Sabine Div., 1st, 6s, 1912	M&S	96 1/2	100	Boston & Maine	100	162 1/2		do Pref.		100	
Texas & Pac.—1st, 6s, g., 1905	M&S	96 1/2	100	Boston & New York Air L.		86	86	Illinois Central		123 1/2	124
Consol. mort., 6s, gold, 1905	J&D	35 1/2	37	Boston & Providence	100	161	165	do leased line, 4 p. c. 100		84	84
Inc. and land gr., reg., 1915	July	49 1/2	50 1/2	Boston Revere Beach & Lynn	100	101 1/2	102	Indiana Bloomington & West'n	100	16 1/2	17 1/2
1st (Rio Gr. Div.), 6s, 1930	F&A	47		Brooklyn Elevated, assess't paid		10		Indian. Decatur & Sp. com.			
Texas & St. Louis—1st, 6s, 1910	J&D	5		Brooklyn & Montauk	100	15	23	Iowa Falls & Sioux City		100	
Land grant incomes, 1920		1		Buff. N. Y. & Erie, leased		50	65	Jeff. Mad. & Ind'p's, leased		70	
Mo. & Ark. Div., 1st, 6s	1911	10	10 1/2	Buffalo N. Y. & Philadelphia		8	8 1/2	Joliet & Chicago, guar., 7, 100		120	
Tol. Clin. & St. Louis—1st mort.		1	2	do do pref.		15		Kansas City Ft. Scott & Gulf	100	85	87
Income		1	2	Buffalo & Southwest	100			do do Pref.		124	126
Tol. Del. & B.—1st main, 6s, 1910		10	12	Burlington C. Rapids & North	100			Kans. City Spring & Memphis		39	41
do 1st Dayton div., 6s, 1910		5	7	Cairo & Vincennes, pref.	100			Kentucky Central	100		
do 2d Dayton div., 6s, 1910		25	32	California Pacific		50		Keokuk & Des Moines		5	
1st terminal trun., 6s, 1910		1	2	Camden & Atlantic	50			do Pref.		100	
Income, 6s, 1910, main line		1	2	do Pref.	50			Lake Erie & Western		13 1/2	14 1/2
Dayton Div. inc., 6s, 1910		1	2	Canada Southern	100	33 1/2	35	Lake Shore & Mich. So.	100	75 1/2	76 1/2
Tonawanda Val. & C.—1st, 6s, 1931				Canadian Pacific	100	43	45	Lehigh Valley		50	62 1/2
Union Co's N.J.—Cons., 6s, '94	A&O	106 1/2	109	Catawissa	30	53	56	Little Rock & Fort Smith		100	
Sterling mort., 6s, 1894	M&S	108	110	do 2d pref.	50	52	53	Little Miami, leased, 8 guar.		50	143
Land Grant, 7s, 1887-9	A&O	106 1/2	109	Cedar Falls & Minnesota	100	9	11	Little Schuylkill, leased, 7, 50		50	52 1/2
Sink. F., 8s, 1893	M&S	109 1/2	113	Central of Georgia	100	67	72	Long Island		50	63 1/2
Om. Bridge, sterl. 8s, g., '96	A&O	118	123	Central Iowa	100			Louisiana & Mo. Riv., Com.	100		
Reg. 8s, 1893	M&S			do 1st pref.	100	18		do Pref., guar.		27 1/2	27 1/2
Collateral trust, 5s, 1907	J&D			do 2d pref.	100	15		Louisville New Albany & Chic.	100	15	15
Colorado Cent.—1st, 8s, g., '90	J&D			Central of Mass.	100	9 1/2	10 1/2	Macon & Augusta		57	58
Denver Pac.—1st M., 7s, g., '99	M&N			do pref.	100	50	51	Manchester & Lawrence	100	185	188
Kans. Pac., 1st, 6s, 1895	F&A	108		Central New Jersey	100	50	50 1/2	Manhattan Beach Co.	100	11 1/2	11 1/2
do 1st M., 6s, 1896	J&D	109		Central Ohio	50	50	51	Manhattan Railway		100	
do 1st R. & L. G. D., '99	M&N	97 1/2		do Pref.	50	40 1/2	40 1/2	do common		8 1/2	8 1/2
do Inc. No. 11, 7s, 1916	M&S	108 1/2	108	Chesapeake Col. & Aug.	100	7	8	do consolidat.	100	12 1/2	73 1/2
do Inc. No. 16, 7s, 1916	M&S	83 1/2	85	Chesapeake & Ohio, common	100	13 1/2	14 1/2	Marq. Houghton & Ont.	100	58	60
do Denv. Div., 6s	M&N	81		do 1st pref.	100	8	9	Memphis & Charleston		25	30
do 1st cons. M., 6s, 1919	M&N	83 1/2	85	do 2d pref.	100	56	57	Metropolitan Elevated		100	
Atch. Col. & Pac., 1st, 6s, 1905	Q-F			Cheshire, pref.	100	56	57	Mexican Central		8 1/2	8 1/2
Atch. J. Co. & W., 1st, 6s, 1905	Q-F			Chicago & Alton	100	132	132	Mexican National		100	
Utah Cen.—1st M., 6s, g., 1890	J&Q	94		do Pref., 7, 100				Michigan Central		62	63
Utah So.—Gen. M., 7s, 1909	J&Q	95						Michigan & Ont.		5 1/2	

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.
RR. STOCKS.															
CONTINUED.															
Midw. & Northern	100			Vicksb. & Meridian	2 1/2			TELEPH. STOCKS.				Boott Cot. (Mass.)	1000	1570	1750
Mine H. & S. H. 1st	50	55 1/2	60	Wab. St. L. & Pac.	100	4 1/2		American District	100	50	55	Border City Mfg. (F.R.)			110
Minneapolis & St. L.	100	13 1/2		do Pref.	100	11 1/2	16 1/2	Amer. Tel. & Cable	50			Boston Co. (Mass.)	1000	950	975
do do Pref.	100	29 1/2		Warr'n (N.J.) 1st	50			Atlantic & Pacific	25	45	55	Boston Belting	100	149 1/2	150
Mo. Kan. & Texas	100	18 1/2	19 1/2	Westch. & Phila.	100	7 1/2		Bankers & Merch.	100	5	5	Bost. Duck (Mass.)	700	925	950
Missouri Pacific	100	94 1/2	94 3/4	West Jersey	50			Cent. & So. Am. Cable	100			Chace (Fall Riv.)	100		95
Mobile & Ohio RR.	100	9	9 1/2	Western Maryland	100	12 1/2		Franklin	100	25	33	Chilcopee (Mass.)	100	130	140
Mor. & E. Guar.	7.50	122	125	Will. Columbia & Aug.	82			Gold & Stock	25	75	85	Cocheco (N.H.)	500	480	485
Nash. Chat. & St. L.	25	37	39	Will. & Wold. 1st	7.100			International Oen.	100	82	90	Collins Co. (Conn.)	10	8 1/2	9
Nashua & Lowell	100	150		Wisconsin Central	10 1/2	10 1/2		Mexican	100	145		Continental (Me.)	100	65	70
Newb. Dutch S&S Conn.				do Pref.	18	20		Mutual Union	100			Crest Mills (F.R.)	100		80
do Pref.				Worcester & Nashua	100			N. Y. Mutual Union		60		Crystal Spr. Bl. (F.R.)			90
New Jersey & N. Y.		1 1/2		CANAL BONDS.				Northern Western	50			Davol Mills (F.R.)	100	40	50
do Pref.		12		Chesap. & Delaware				Postal	100	2 1/2	4 1/2	Dougl's Axe (Mass.)	100	83	85
N. L. & N. H. 1st	50			Ches. A.O. 68, 70, 92	J	16	30	Postal Tel. & Cable		60		Dwight (Mass.)	500	575	585
N. O. Mobile & Tex.	100			Del. Div. 68, 98, 99	J			Southern & Atlantic	100	63	65 1/2	Everett (Mass.)	100	89	90
N. Y. Cent. & H. Riv.	100	95	95 1/2	Del. & H. 78, 91, 92	J	114	115 1/2	Western Union	100			F. R. Machine Co.	100		50
N. Y. Ch. & St. L. com	100	5 1/2		1st ext. 1891, M&N				STOCKS.				F. R. Merino Co.	100		
do Pref.	100	10		Comp. 78, 1894, A&O	112 1/2	113 1/2		Am. Loan & Trust	107	110		Flint Mills (F. R.)	100		80
N. Y. Elevated	100			Reg. 78, 1894, A&O	121	127		Brooklyn Trust	25	197	203	Franklin (Me.)	100	97	98
N. Y. & Harlem	50			1st Pa. Div. 78, M&S	103	104		Central	100	293		Gl'be Y. Mills (F.R.)	100		85
do Pref.	50			Leb. N. 49s, 1914 Q-F	103	104		Consol. Loan & Tr.	440	470		Granite (F.R.)	1000	745	750
N. Y. & West Shore	100	86 1/2	88	RR. 68, reg. 97, Q-F	114	114 1/2		Great Falls (N.H.)	100	105	108	Great Falls (N.H.)	100	57	60
N. Y. & Erie & West	100	14 1/2	14 1/4	Conv. 68, reg. 94, M&S	107			Hamilton (Mass.)	1000	745	755	Hamlin (Mass.)	1000	745	755
do Pref.	100	28	30	68, ep. reg. 97, J&D	110 1/2	111		Hartf. Carpet (Ct.)	100		120	Hill (Me.)	100		195
N. Y. & N. England	100	11 1/2	11 1/4	Cons. M., 1911 78, J&D	121	121		Holyoke W. Power	100		300	Holyoke W. Power	100		220
N. Y. N. H. & Hartf.	100	177 1/2	177 1/4	Morris Boat loan, 85				King Philip (F.R.)	100		500	King Philip (F.R.)	100		1050
N. Y. Ont. & West.	100	58 1/2	58 1/2	Newmont	70	87		Lancaster (N.H.)	100		470	Lancaster (N.H.)	100		480
do Pref.	100	11 1/2		Penn. 68, comp. 1910				Lancaster M. (N.H.)	100		470	Lancaster M. (N.H.)	100		90
N. Y. Penn. & Ohio				Schuylkill Nav.	104			L'rol Lake Mills (F.R.)	100		1550	Lawrence (Mass.)	1000	1550	1560
do Pref.				1st mort. 68, 1897, Q-M	79	80		Lowell (Mass.)	690	51	583	Lowell (Mass.)	690	51	583
N. Y. Prov. & Bost.	100	3 1/4	4	2d mort. 68, 1907, J&J	79	80		Lowell Bleachery	200	235	237	Lowell Bleachery	200	235	237
N. Y. Susq. & Western	100	3	4	Mort. 68, ep. 95, J&J				Lowell Mach. Shop	500	700	710	Lowell Mach. Shop	500	700	710
do Pref.	100	11 1/2		68, ep. 95, 1910 M&N				Lynn (Mass.)	100		50	Lynn (Mass.)	100		136
N. Y. West Shore & B.	100	3 1/2		78, comp. 1902, J&J				Mass. Cotton	1000	1070	1080	Mass. Cotton	1000	1070	1080
Norfolk & Western	100	25		Union—1st 68, 83, M&N				Mechanics (F. R.)	100		90	Mechanics (F.R.)	100		90
do Pref.	100	25		CANAL STOCKS.				Merchants (F.R.)	100		130	Merchants (F.R.)	100		130
No. Pennsylvania	50	62	63	Cal. & Chi. Can. & Dock				Merrimack (Mass.)	1000	1230	1240	Merrimack (Mass.)	1000	1230	1240
Northern Central	50	55 1/2	55 1/2	Del. & Hudson				Metacomet (F.R.)	100		159	Metacomet (F.R.)	100		159
North'n N. Hamp.	100	116	117	Delt. Div. 1895, M&S				Middlesex (Mass.)	100		159	Middlesex (Mass.)	100		159
North'n Pac. com	100	20 1/2	21	Lehigh Navigation	50	51	41 1/2	Narragansett (F.R.)	100		480	Narragansett (F.R.)	100		480
do Pref.	100	45 1/2	46	Morris, guar. 4, 100				Nashua (N.H.)	500		105	Nashua (N.H.)	500		105
Norw. & Worcester	100	163 1/2	164 1/2	do pf., guar. 10, 100				Nauvoo (Mass.)	100		73	Nauvoo (Mass.)	100		73
Ogd. & L. Cham.	100	11	12	Pennsylvania	50			Newmarket	410		160	Newmarket	410		160
Ohio Central	100	18 1/2	19	Schuylkill Nav.	50			Pacific (Mass.)	1000	1275	1300	Pacific (Mass.)	1000	1275	1300
do Pref.	100	40	60	Susquehanna	50			Pepperell (Me.)	500		1000	Pepperell (Me.)	500		1000
Ohio & Miss.	100	18 1/2	19	MISCELLANEOUS.				Pocasset (F.R.)	100		100	Pocasset (F.R.)	100		100
do Pref.	100	10 1/2	10 1/2	Balt. Gas Light	102			Rich. Bord'n (F.R.)	100		100	Rich. Bord'n (F.R.)	100		100
Ohio Southern	100	143 1/2	143 1/2	Bank & Mer. Tel.—1st	95			Robeson (F.R.)	100		100	Robeson (F.R.)	100		100
Old Colony	100	25	26	Gen. mort. 1st	8 1/2			Sagamore (F.R.)	100		100	Sagamore (F.R.)	100		100
Oregon & Calif.	100	18	21	Canon (Balt.)—2d 88, 93	101			Salmon Falls (N.H.)	300		290	Salmon Falls (N.H.)	300		290
do Pref.	100	14 1/2	14 1/2	Mort. 68, 1905, M&S	101			Sandw. Glass (Mass.)	80		60	Sandw. Glass (Mass.)	80		60
Oregon Short L. ne.				2d mort. 68, 1905, M&S	112			Shove (Fall Riv.)	100		100	Shove (Fall Riv.)	100		100
Oregon Trans-Cont.				do 2d, end. 68, M&N	110			Slade (Fall Riv.)	100		65	Slade (Fall Riv.)	100		65
Oswego & Syr. guar.	120			Col. Coal & Iron—1st, 68	57			Stafford (Fall Riv.)	100		920	Stafford (Fall Riv.)	100		920
Panama	100	53 1/2	54	Cov. & Cinn. Br. 68	102 1/2	103		Stark Mills (N.H.)	100		920	Stark Mills (N.H.)	100		920
Pennsylvania RR.	50	62	63	Gold & Stock Tel.	103			Tecumseh (F.R.)	100		100	Tecumseh (F.R.)	100		100
Pensacola & Atlantic	100	112	113	Iron Steamboat. 1st				Thordike (Mass.)	1000		950	Thordike (Mass.)	1000		950
Peoria Dec. & Ev.	50	25 1/2	25 1/2	Mariposa—78, 80				Tremont & S. (Mass.)	100		128	Tremont & S. (Mass.)	100		128
Phila. & Erie	100	63	64	Mutual Union Tel.	72 1/2	73		Troy C. & W. (F.R.)	500		815	Troy C. & W. (F.R.)	500		815
Phila. & Reading	50	25 1/2	25 1/2	Northw. Tel.—78, 1904				Union C.M.R. (F.R.)	100		100	Union C.M.R. (F.R.)	100		100
do Pref.	50	25 1/2	25 1/2	Dr. Imp. Company	63	63		Wampunong (F.R.)	100		14 1/2	Wampunong (F.R.)	100		14 1/2
Phila. & Tren.	10, 100			1st, 68 1910, J. & D.	107	107 1/2		Washington (Mass.)	100		14 1/2	Washington (Mass.)	100		14 1/2
Phila. Wilm. & Balt.	50	63	64	Reg. R. & N. 1st, 68, J&J	107	107 1/2		Weed Sew. M's (Ct.)	125		65	Weed Sew. M's (Ct.)	125		65
Pitts. Cin. & St. L.	50			Postal Tel. Co. 68, 1912	26 1/2	30		William (F.R.)	100		33	William (F.R.)	100		33
Pitts. & Con. 1st	50	130	130	Pull'm Palace Car	106	107		York Co. (Me.)	750		815	York Co. (Me.)	750		815
Pitts. & Con. 2nd	50	130	130	3d series, 88, 92, 93	114 1/2	114 1/2		COAL & MISCEL.							
Pitts. & Con. 3rd	50	130	130	4th do 88, 92, 93	114 1/2	114 1/2		American Coal							
Pitts. & Con. 4th	50	130	130	5th do 88, 92, 93	114 1/2	114 1/2		Arizona Coal							
Pitts. & Con. 5th	50	130	130	6th do 88, 92, 93	114 1/2	114 1/2		Colorado Coal & I.	100		9	Colorado Coal & I.	100		9
Pitts. & Con. 6th	50	130	130	7th do 88, 92, 93	114 1/2	114 1/2		Consol. Coal of Md.	100		500	Consol. Coal of Md.	100		500
Pitts. & Con. 7th	50	130	130	8th do 88, 92, 93	114 1/2	114 1/2		Homestead Min'g	100		100	Homestead Min'g	100		100
Pitts. & Con. 8th	50	130	130	9th do 88, 92, 93	114 1/2	114 1/2		Lehigh & Wilkes	100		100	Lehigh & Wilkes	100		100
Pitts. & Con. 9th	50	130	130	10th do 88, 92, 93	114 1/2	114 1/2		Mahoning Coal & RE	100		100	Mahoning Coal & RE	100		100
Pitts. & Con. 10th	50	130	130	11th do 88, 92, 93	114 1/2	114 1/2		Mariposa L.M. Cal	100		100	Mariposa L.M. Cal	100		100
Pitts. & Con. 11th	50	130	130	12th do 88, 92, 93	114 1/2	114 1/2		Merced (F.R.)	100		100	Merced (F.R.)	100		100
Pitts. & Con. 12th	50	130	130	13th do 88, 92, 93	114 1/2	114 1/2		Maryland Coal	100		100	Maryland Coal	100		100
Pitts. & Con. 13th	50	130	130	14th do 88, 92, 93	114 1/2	114 1/2		New Central Coal	100		20	New Central Coal	100		20

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.			BANK STOCKS.			BANK STOCKS.			INSURANCE STOCKS.		
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
Gold Stripes	100	02 03	Republic	100	125 127	Gallatin National	50	170	Firemen's	100	145 147
Goodshaw	100	12	Rovers	100	115 117	Gardfield	100		Manufacturers'	100	73 77
Gould & Curry S.	100	150	Rockland	100	132 134	German American	75		Mass. Mutual	100	100 103
Great Eastern	100	1	Second Nat.	100	152 153	Germania	100	170	Mercantile F. & M.	100	140 142
Green Mountain	100	155 175	Security	100	177 180	Greenwich	25		Neptune F. & M.	100	97 100
Hale & Norcross	100	300	Shawmut	100	112 114	Grocers'	30		North American	100	107 110
Hibernia	100		Shoe & Leather	100	94 95	Hanover	100	145 150	Prescott	100	100 100
Hortense	100		State	100	119 121	Importers & Tr.	100	250	Shoe & Leather	100	60 61
Hukill	100	5	Suffolk	100	115 116	Irving	50		Washington (new)	100	98 100
Independence	100		Third Nat.	100	86 88	Leather Manufs.	100	150	CINCINNATI		
Iron Silver	20	100 115	Traders'	100	90 91	Manhattan	50	150	Amazon (new stock)	20	85 85
Lacrosse	100	20	Tremont	100	105 106	Marine	100	137	Aurora	75	85 85
Leadville Consol.	100	30 45	Union	100	140 141	Market	100	137	Cincinnati	25	150 150
Little Chief	50	25 35	Washington	100	125 128	Mechanics'	25	125	Citizens'	20	125 125
Little Falls	100	23 25	Webster	100	98 99	Mechanics' & Tr.	25	90	Commercial	25	200 210
Mexican G. & Silv.	100	140 160	BROOKLYN.			Mercantile	100	115 115	Eagle	100	95 95
Moose Silver	100		Atlantic (State)			Merchants'	50	122 130	Enterprise	20	50 60
Mono	100		Brooklyn	125	130	Merchants' Exch'ge	50	90	Eureka	20	170 175
Navajo	100	3 65 3 90	First National	265	295	Metropolitan	100	53	Fidelity	100	100 100
Northern Belle	100		Fulton	145	155	Nassau	50	130	Firemen's	20	147 150
Ophir	100	1 15	City National	280	300	New York	100	160	Germania	20	110 112
Potosi	100	1 25	Commercial	120	125	N. Y. Nat. Exch'ge	100	100	Globe	20	97 100
Rapahannock	100	08 12	Long Island	115	120	New York County	100	140	Merchants' & Manuf.	20	160 160
Red Elephant	100	04	Manufacturers'			Ninth National	100	110	Miami Valley	50	85 85
Rising Sun	50		Mechanics'	200	200	North America	70	100 100	National	100	151 151
Robinson Consol.	50	17 25	Nassau	195	202	North River	50	130	Security	100	100 100
Sierra Grande	100	135 165	Brooklyn Trust	190	200	Prudential	25	130	Standard	20	103 103
Sierra Nevada	100	100	Bank of Albany	100	94	Public	100	150	Washington	25	130 135
Silver Cliff	50	10	Bk of Chas. (NBA)	100	94	Park	100	150	Western	25	155 155
South Hite, new	25		First Nat. Chas.	100	170	People's	25	150	HARTFORD, CONN.		
Spring Valley	100	1 00 2 00	People's National	100	130	Phenix	20	102 108	Etna Fire	100	224 226
Standard	100	1 25	CHICAGO.			Republic	100	113	Connecticut	100	108 111
Tip Top	100		Chicago Nat.	100	140 157 1/2	Second National	100		Hartford	100	236 240
Tuscarora	100		Commercial Nat.	260	260	Seventh Ward	100		National	100	108 115
Unadilla	100		First National	100	240	Shoe & Leather	100	130 145	Orient	100	65 68
Union Consol.	100	1 15	Hide and Leather	135	135	St. Nicholas	100	125	Phoenix	100	152 155
BOSTON MINING STOCKS.			Home National	100	75	State of N. Y.	100	105	Steam Boiler	40	75 85
STOCKS.			Merchants' Nat.	100	360	Trademen's	40		LONDON.		
Allouez	25	1	Nat. Bk of Illinois	142 1/2	143 1/2	Union	50	150	Commercial Union	25	164 174
Atlantic	25	6 1/2 7 1/2	Northwestern Nat.	100	500	United States Nat.	100		Guardian	50	59 61
Brunswick Antimony	25		Union National	100	225	Wall Street	50		Imperial Fire	25	150 155
Calumet & Hecla	25	144 145	Un. Stock Yds Nat.	100	260	PHILADELPHIA			Lancashire F. & L.	25	45 50
Catalpa Silver	100	236 256	Citizens' National	120	125	Bk of N. America	100	300 305	Merchants' Mutual	72	90 90
Central	25		Commercial Bank	125	125	Centennial Nat.	100	140	Liv. & Lond. & Globe	2	23 24
Copper Falls	50	5 1/2 6 1/2	Exchange Nat. Bank	240	240	Central National	100	285 300	North'n Fire & Life	5	42 44
Franklin	25	356 506	First National	170	175	City National	50	120 125	North Brit. & Mer. S.	4	26 28
Harshaw Silver	25	1 1 1 1/2	Fourth National	120	122	Commercial Nat.	50	55 60	Queen Fire & Life	1	2 2 1/2
Huron	25		German National	170	175	Commonwealth Nat.	50	34 40	Royal Insurance	3	28 29
Minnesota	25	136 166	Merchants' National	120	122	Consolidation Nat.	30	74 75	NEW ORLEANS.		
National	25	8 9	Metropolitan Nat.	100	100	Contra Exchange Nat.	50	60 63	Crescent Mutual	95	101 101
Oscoda	25	14 18	Nat. Lat. & Bk. of Com.	195	200	Edinb. Nat.	100	225 229	Factors' and Traders'	79	82 82
Pewabic	25	27 28	Second National	140	140	First Nat.	100	132 132 1/2	Firemen's	76	76 76
Quincy	25		Third National	120	125	Farmers' & Mech. N.	100	86	Germania	120	120 120
Edge	25		Union Nat.	118	120	Girard National	40	86	Hibernia	100	100 100
Silver Islet	25		Western German Bank	140	150	Kensington Nat.	50	90 100	Home	100	30 30
Sullivan (Me.) Silver	100	56 76	HARTFORD.			Manufacturers' Nat.	25	27 27 1/2	Hope	100	106 106
BANK STOCKS.			Aetna Nat.	115	122	Mechanics' Nat.	100	132 137 1/2	Lafayette	50	55 55
Bank of Baltimore	100	141 141	American Nat.	50	70	Merchants' Nat.	100	136 137 1/2	Merchants' Mutual	72	90 90
Bank of Commerce	15	18 18	Charter Oak Nat.	140	140	Nat. Bk Commerce	50	53 54	Mechanics' & Traders'	110	116 116
Citizens'	100	158 158	City Nat.	100	70	Nat. Bk German'n	50	125	New Orleans Ins. Ass'n	20	32 32
Com. & Farmers'	100	122	Connecticut River	50	45 50	Nat. Bk Liberties	50	120 125	New Orleans Ins. Co.	40	52 52
Farmers' Bk of Md.	30	31 31	Far. & Mech. Nat.	105	115	Nat. Bk Republic	100	135 137 1/2	People's	24	30 30
Farmers' & Merch.	40	55 55	First Nat.	100	106 106	National Security	100	120 124	Sun Mutual	100	134 134
Farmers' & Planters	25	44 44	Hartford Nat.	172	176	Penn National	50	70 71	TEUTONIA.	126 1/2	134 134
First Nat. of Balt.	100	140 140	Mercantile Nat.	100	102 102	Philadelphia Nat.	100	210 211	NEW YORK.		
Franklin	60	100 110	National Exchange	50	62 68	Second Nat.	100	125 130	American	50	140 150
German American	100	100 100	Phenix Nat.	100	100 105	Seventh Nat.	100	110 112	American Exch.	100	103 110
Howard	100	100 100	Stat. Nat.	100	100 105	Sixth Nat.	100	115 117	Bowery	25	140 150
Marine	30	36	LOUISVILLE.			Southward Nat.	50	115 130	Broadway	70	100 100
Mechanics'	100	12 1/2	Bank of Kentucky	140	141	Spring Garden	100	110 115	Brooklyn	17	165 172
Merchants'	100	140 140	Bank of Louisville	70	75	22d Ward	50	110	Citizens'	20	140 150
National Exch'ge	100	122 122	Citizens' National	119	120	Third Nat.	100	110 117	City	70	118 125
People's	25	18 20	City Nat.	120	121	Union Nat.	50	84 84	Clinton	100	120 125
Second National	100	150 150	Falls City Tobacco	101	102	Western Nat.	50	70 80	Commercial	50	50 80
Third National	100	107 107	Farmers' of Ky.	101	102	West. Nat.	50	95	Continental	100	220 235
Union	75	83	Farmers' & Drov.	107	108	West Philadelphia	100	115 120	Eagle	40	245 250
Western	20	30 30	First Nat.	100	105 105	PORTLAND, ME.			Empire City	100	70 80
BOSTON.			German Ins. Co.'s	100	111 111	Cumberland Nat.	40	52 53	Exchange	30	95 100
Atlantic	100	150 152	German	100	113 114	Canal Nat.	100	165 167	Farragut	50	101 110
Atlas	100	119 121	German National	100	125 126	Casco Nat.	100	135 137	Firemen's	17	70 85
Blackstone	100	102 103	Kentucky Nat.	134 135	135	First Nat.	100	117 149	Firemen's Trust	10	40 70
Boston Nat.	100	114 115	Louisv. Banking Co.	222	222	National Nat.	75	119 120	Frank & Emp'um	100	105 112
Boylston	100	113 114	Masonic Nat.	100	131 131	National Traders'	100	115 116	German American	100	215 225
Broadway	100	95 100	Merchants' Nat.	100	130 135	City Bank	26	23 23	Germania	100	107 113
Bunker Hill	100	182 184	Northern Ky.	100	100 100	First Nat.	100	140 140	Globe	50	110 110
Central	100	100 100	Second Nat.	100	108 109	Merchants' Nat.	10	110 110	Greenwich	25	230 275
City	100	107 108	Security	100	148 150	Nat. Bk of Virginia	100	84 84	Guardian	100	55 65
Columbian	100	125 127	Third National	100	115 116	Planters' Nat.	100	135 135	Hamilton	15	105 112
Commerce	100	110 112	Western	100	108 110	State Bank of Va.	100	105 105	Hanover	50	125 130
Commonwealth	100	102 107	West. Fin. Corp.	100	111 111	ST. LOUIS.			Home	100	127 134
Continental	100	105 107	Canal & Banking	100	122 122	Bk of Commerce	100	450 455	Howard	50	50 55
Eagle	100	102 103	Citizens'	100	87 87	Commercial	100	300 300	Irving	100	100 100
Eliot	100	117 119	Germania Nat.	100	100 100	Continental	100	125 135	Jefferson	30	115 123
Everett	100	102 104	Hibernia Nat.	100	125 125	Fourth National	100	210 210	Kings Co. (B'klyn.)	200	200 210
Excelsior	100	115 122	Louisiana Nat.	100	127 127	International	100	90 95	Kuickerhooker	30	82 90
Faneuil Hall	100	130 131	Metropolitan	112 1/2	118 118	Mechanics'	100	107 110	Lafayette (B'klyn.)	50	109 105
First National	100	195 197	Mutual Nat.	120	120 126 1/2	Merchants' Nat.	100	100 100	Long Isl'd (B'klyn.)	50	102 110
First Ward	100	112 114	New Orleans Nat.	100	251 309	Nat. Louis National	100	120 120	Lorillard	25	70 77
Fourth National	100	110 112	People's	50	153 153	Tea & S. National	100	90 95	Manuf. & Builders'	100	100 110
Freemans'	100	99 99	State Nat.	100	100 100	Third National	1				

Investments AND RAILROAD INTELLIGENCE.

ANNUAL REPORTS.

Louisville & Nashville Railroad Company.

(For the year ending June 30, 1884.)

The CHRONICLE has been favored with an advance copy of the annual report of this company, including the statistical matter, but not the remarks by the President. The mileage controlled and operated on June 30 may be summed up as follows:

	1884. Miles.	1883. Miles.
I. Owned absolutely or through the ownership of the entire capital stock.....	1,616-35	1,616-35
II. Operated under lease.....	260-01	260-04
III. Operated for account of South & North Alabama Railroad Company.....	188-83	188-88
Total mileage.....	2,065-27	2,065-27
IV. Lines in which the Louisville & Nashville Railroad Company is interested as owner of a majority of stock of the company operating the same, outside of its own system.....	855-00	850-00
V. Lines in which the Louisville & Nashville Railroad Company is interested as joint lessee with the Central Railroad Company of Georgia—Georgia Railroad and dependencies.....	679-00	614-00

BONDED DEBT.

The mortgage debt, as per last report, was.....	\$57,903,230
Bonds issued during the year—	
General mortgage 6 per cent bonds, to take the place of \$2,000,000 Second Mortgage Bonds paid Nov. 1, 1883....	2,000,000
Less bonds redeemed during the year—	
Memphis Clarksville & Louisville Sterling Bonds.....	\$36,860
Car-trust Certificates paid.....	268,000
Car-trust Certificates unissued (canceled).....	47,000
Car-trusts, L. C. & L. Ry.....	20,653
Second Mortgage 7 per cent Bonds.....	2,000,000
	\$2,372,518

Outstanding June 30, 1884.....\$57,530,712

FLOATING DEBT.

The floating debt on June 30, 1884 (reported in exhibit No. 1, Secretary's office), was as follows:

Bills payable.....	\$3,599,266
Bills and rolls (June).....	757,776
Interest due 1st July and 1st August.....	475,759
Sundry open accounts.....	513,369
	\$5,346,111
Less cash and amounts due from agents.....	827,233
To this should be added sinking funds past due.....	235,000
	\$4,753,879

RESOURCES.

Besides the \$5,000,000 treasury stock, the company has on hand a large amount of its own securities and other stocks and bonds at present lodged as collateral for its loans or in its treasury, amounting in all to the par value of \$6,706,741.

INCOME ACCOUNT, INTEREST, RENTALS, & C.

The ratio of operating expenses to earnings for the year was 61-48, as against 61-20 for 1882-3 and 61-97 for 1881-2.

The income account for the year is as follows:

Net earnings from traffic.....	\$5,527,310
Realized from investments.....	272,834
Total credited to income account.....	\$5,800,144
Charges against income account—	
Interest and rentals.....	\$4,363,355
Taxes.....	309,452
	\$4,672,808
Net income for the year.....	\$1,127,336

Against this the following outlays have been made, to wit:

Construction, new.....	\$367,263
Car trust bonds, due and paid.....	268,000
Sinking fund payments.....	95,118
Sundry advances (to be refunded to this company):	
Pensacola & Atlantic Railroad Company.....	156,011
South & North Alabama Railroad Company.....	111,064
Birmingham Mineral Railroad Company.....	99,870
Owensboro & Nashville Railway Company.....	29,016
Nashville & Decatur Railroad Company.....	26,419
Southern Division Cumberland & Ohio Railroad.....	19,701
Northern Division Cumberland & Ohio Railroad.....	9,865
Selma Railroad.....	7,567
Total.....	\$1,189,898

*The sinking fund payments on account of S. & N. Ala. R.R. Co. are included in the advances to that company.

PENSACOLA & ATLANTIC RAILROAD.

This road was opened for business in April, 1883. Its first fiscal year ended March 31, 1884. The result of the year's operations is shown as follows:

Earnings.....	\$189,098
Expenses.....	163,796
Net earnings.....	25,301
Land sales, less expenses.....	50,089
Total net revenue.....	\$75,391
Expended for interest.....	\$180,000
Construction.....	90,186
	270,186
Liabilities increased.....	\$194,795

With reference to the land grants of the P. & A. Company, its annual report has the following:

The company still lacks deeds for 2,010,146 acres of the 3,800,618 acres of land due under the grants of its charter. Two companies claim priority and take the position that this company should wait until they complete their lines before acquiring the lands due it. It is certain that neither of these companies will build all the mileage authorized under its charter; and if their claim to priority is good, there is land enough for this company, which comes next, but the delay is serious. If their claim to priority can be set aside, this company comes first. Our attorneys are satisfied with the facts in the issue and that we will in time secure a valuable domain. It is only a question of time.

FIXED CHARGES FOR 1884-5.

The fixed charges against income account for the current fiscal year to end June 30, 1885, are as follows:

Total interest and rental.....	\$4,861,105
Deduct interest L. & N. bonds in the trust mortgage.....	517,980
	\$4,343,125
Add for interest on floating debt, etc., to be provided for by adjustment bonds.....	300,000
Balance.....	\$4,643,125
Less credits:	
Rental Richmond branch.....	\$24,000
Rental Knoxville Branch (10 mos.).....	50,000
Rental Cecilia branch.....	80,000
Interest on account of U. S. bonds.....	34,600
Interest on Co's bonds in treasury.....	85,500
	\$233,600
Total net charge for interest and rental's.....	\$1,389,525
Payments on account of sinking funds.....	\$171,971
Payments on account of car trusts.....	\$305,018
Guarantees for outside companies, etc.	
Georgia Railroad lease (estimated outlay same as last year).....	\$11,000
Pensacola & Atlantic Railroad guaranteed interest.....	180,000

This last interest, when paid, becomes an advance to the Pensacola & Atlantic Railroad Company.

Following are the comparative statistics of the Louisville & Nashville R.R. for four years, compiled for the CHRONICLE:

	1880-81.	1881-82.	1882-83.	1883-4.
Miles owned.....	1,438	1,578	1,616	1,616
Miles leased, &c.....	434	450	449	449
Total operated.....	1,872	2,028	2,065	2,065

OPERATIONS AND FISCAL RESULTS.

Operations—	1880-81.	1881-82.	1882-83.	1883-84.
Passenger mileage.....	82,014,283	111,137,575	129,272,559	171,357,260
Rate p. pass. p. mile.....	3-16 cts.	2-71 cts.	2-61 cts.	2-34 cts.
Freight (T'ns) mileage.....	492,933,791	596,639,434	664,139,416	744,964,380
Av-rate p. T'n p. mile.....	1-503 cts.	1-349 cts.	1-323 cts.	1-239 cts.

Earnings—	\$	\$	\$	\$
Passenger.....	2,599,353	3,007,465	3,379,178	4,013,395
Freight.....	7,407,403	8,050,339	8,786,574	9,233,671
Mail, express, &c.....	904,894	929,941	1,069,163	1,104,027

Total gross earnings.....	10,911,650	11,987,745	13,234,915	14,351,093
Oper'ex. (exc'd. tax.).....	6,713,140	7,429,370	8,099,595	8,823,782

Net earnings.....	4,198,510	4,558,375	5,135,320	5,527,311
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* Includes rent, rent of cars and engines, &c.

INCOME ACCOUNT.

Receipts—	1880-81.	1881-82.	1882-83.	1883-84.
Net inc'me, all so'ces.....	4,423,719	4,824,816	5,270,091	5,800,144
Disbursements—				
Rentals.....	52,000	62,000	67,000	67,000
Taxes.....	215,384	309,238	339,409	309,450
Interest on debt.....	2,912,327	3,705,823	4,053,224	4,207,223
Divid's on L. & N. R.				
& D. and M. & M.....	1,221,692	654,353	110,053	113,090
Georgia RR. deficit.....		110,000		11,000
Miscellaneous.....	6,345	5,854	6,182	8,877
Total disbursements.....	14,407,748	14,847,268	14,575,868	14,716,145
Balance, surplus.....	256,840	135,008	722,699	1,116,337

† \$240,869 of this is to be refunded to the L. & N. Co., and is included in the surplus of \$256,840.

‡ \$157,459 to be refunded, included in surplus.

§ \$28,400 to be refunded, included in surplus.

|| \$32,338 to be refunded, included in surplus.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1880-81.	1881-82.	1882-83.	1883-84.
Road, equipment, &c.....	52,023,723	61,583,923	67,385,426	67,776,064
Timber & cut. lands.....	822,745	763,038	715,773	689,024
Stocks owned.....	9,495,887	1,010,798	13,565,832	16,904,853
Bonds owned.....	3,599,090	1,164,338	1,949,623	4,050,673
Stks & bds. held in tr't.....		9,527,878	9,527,878	9,527,878
Bills & accts. receiv.....	1,713,053	1,655,750	2,011,330	1,922,403
Materials, fuel, &c.....	1,257,973	1,419,279	833,112	762,273
Cash on hand.....	1,191,870	1,238,517	242,829	297,316
So. & No. Ala. RR.....	329,836	1,276,041	1,454,004	1,565,968
Nash. & Dec. RR.....	329,343	504,121	573,044	599,478
Other roads.....	317,769	676,159	921,690	1,172,928
Car trust funds.....		469,639		
Lou. & Knox. Exten.....		1,114,041		
C. C. Baldwin ac't.....				1,005,929
Miscellaneous.....		50,000	50,000	50,000
Total assets.....	71,340,274	82,464,122	94,222,561	96,324,187
Liabilities—				
Stock.....	18,130,913	18,133,513	30,000,000	30,000,000
B'nds (acc'd SUP'MENT).....	46,951,840	58,087,778	57,903,230	57,530,712
Louisville bonds.....	850,000	850,000	850,000	850,000
Debentures.....	613,600	605,000	567,400	529,800
Bills payable.....	1,261,723	592,729	526,558	3,599,286
Interest.....	343,644	430,716	445,859	475,759
Dividends.....	543,900		36,094	34,993
Pensa. & At. RR.....		1,205,707		
Mort. on building.....	40,000	30,000		
Miscellaneous.....	33,947	36,877		
All other dues & ac'ts.....	931,515	1,714,301	1,130,936	1,236,152
Income account.....	485,222			
Profit and loss.....	1,123,970	777,501	2,762,984	2,067,565
Total liabilities.....	71,340,274	82,464,122	94,222,561	96,324,187

* Including balance due for trust bonds.

† Includes \$5,000,000 L. & N. stock unissued.

‡ An open account, the company claiming that Mr. Baldwin is indebted to it in this sum.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The Atlantic & Pacific Railroad took possession of the Mohave division of Southern Pacific Oct. 1, making a through line to San Francisco.

Bankers' & Merchants' Telegraph Company.—Judge Donohue has authorized the receivers of the Bankers' & Merchants' Telegraph Company to issue certificates for \$50,000, the money derived from them to be used in the payment of salaries and the running expenses of the business. The certificates are to be first liens on the property in the hands of the receivers.

—F. P. Stevens has been appointed by the Baltimore Courts receiver of the Bankers' & Merchants' Tel. Co. of Baltimore.

Canadian Pacific.—From a report of inspection just made by Mr. W. C. Van Horne, Vice-President of this company, the following extracts are made:

"Wishing to give all the time possible to our own work, I did not examine in detail the Government work between Port Moody and Savonas Ferry, and as to this, I can only report that it is proceeding rapidly, the track having reached, at the time of my visit, a point near Spence's Bridge, about 160 miles from Port Moody, and the grading from there being so far advanced as to justify the belief that the track will be laid to Savonas Ferry before many weeks. The completion of the track to Savonas Ferry will be of the greatest advantage to the company's work, which commences at that point and is directly accessible from there by steamboats on the South Thompson River and the Shuswap Lakes for a distance of 103 miles. * * *

"From the favorable character of the work and the progress already made, I think there will be no difficulty in completing the mountain section within a year from this date, and for four million dollars less than the estimates of last winter. Within the same time the eastern section will also be completed, so that by September next (1885) a through rail connection between Montreal and the Pacific Coast will be established. There are no difficult engineering problems to be met; the work is simple and the cost easily calculated. I am happy to state, as one result of my trip, that my doubts about the value of the mountain section of the railway have been entirely removed. In addition to the agricultural possibilities of the many valleys of British Columbia and its great mineral wealth, its magnificent forests alone will furnish a large and remunerative traffic for the railway." * * *

"Having now seen all of the line between Winnipeg and the Pacific, and having studied the prairie section with great care, I feel justified in expressing my opinion in the strongest terms, that no mistake was made by the company in adopting the more direct and southerly route instead of that by way of the Yellow Head Pass. The land along the northern route is undoubtedly good, but that along the constructed line is as good as land can well be, and the worst of it would be rated as first-class in almost any other country. Reports about alkali districts and sandy stretches have been circulated by parties ignorant of the country. These reports have in some cases originated in malice, and in others from superficial observation. There is no more alkali in the land on the prairie section of the line than on any other prairie section of the same extent in North America. There is no more of it in the prairie soil along the line than is required for the perfect growth of cereals. There is not one mile of the country where good water cannot be obtained, and, as three years' experience leads me to believe, where there is not sufficient rainfall for the growth of the crops. There is a notable absence of sand between Brandon and the mountains. It occurs in very few places, and it so happens that nearly all of the sandy spots have been taken up by settlers. The yellow clay subsoil, so common west of Moosejaw, has doubtless been frequently mistaken for sand by parties looking at it from passing trains. I do not hesitate to say that the Canadian Pacific Railway has more good agricultural land, more coal and more timber between Winnipeg and the Pacific coast than all of the other Pacific railways combined, and that every part of the line, from Montreal to the Pacific, will pay."

Chicago Milwaukee & St. Paul.—The comparative statement of this company for the year ending June 30, as filed with the Illinois Railroad Commissioners, shows the following:

	1884.	1883.	
Gross earnings.....	\$23,398,074	\$21,538,434	Inc. \$1,859,640
Oper. expenses and taxes..	13,556,605	13,323,984	Inc. 232,621
Net.....	\$9,841,469	\$8,214,450	Inc. \$1,627,019
Interest charges.....	5,782,669	5,039,145	Inc. 743,524
Balance.....	\$4,058,800	\$3,175,305	Inc. \$883,495
Dividends.....	3,321,167	2,795,152	Inc. 526,015
Balance.....	\$737,633	\$779,853	Dec. \$42,220
Other charges.....	13,000		Inc. 13,000
Surplus.....	\$724,633	\$779,853	Dec. \$55,220

—This company applies to the Stock Exchange to list \$3,000,000 5 per cent terminal mortgage bonds. This is part of the \$5,000,000 issue recently authorized, dated July 1, 1884, and payable in 1914, secured on the terminal property at Milwaukee and Chicago.

Chicago & Northwestern.—At a meeting of the Chicago & Northwestern Railroad directors this week, the resignations of Jay Gould, Sidney Dillon and J. B. Redfield as directors were received and accepted. William K. Vanderbilt, Horace Williams and David P. Kimball of Boston, were elected to

fill the vacancies. Members of the directory declared that there was no significance in the changes.

Central Iowa.—The New York Herald reports that Messrs. Barlow and Wetmore appeared before Judge Donohue in behalf of certain stockholders of the Central Iowa Railway Company, and secured a temporary injunction restraining the acting directors and officers of that company and the Central Trust Company from issuing or handling in any manner the proposed series of consolidated gold mortgage bonds, which are intended to take the place of old bonds now in existence. The injunction was granted. Messrs. James J. Higginson, George Blagden, John E. Knapp, Frank Work, W. B. Strang and F. K. Sturgis are named among the plaintiffs, and Russell Sage, Alfred Tully, Delos P. Phelps, and others, among the defendants.

Detroit Mackinac & Marquette.—This railroad company defaulted on its interest due Oct. 1. Its bonds are listed on the Exchange. There are \$2,280,000 first mortgage bonds, \$4,560,000 land grant bonds, \$1,500,000 income bonds and \$4,750,000 stock. The road was commenced under Seney auspices, and was opened in December, 1881, from Marquette, Mich., to Point St. Ignace, 152 miles. The President is James McMillan, Detroit. The company issued a circular stating that in consequence of the disturbed rates on ore and the depressed condition of the iron trade it was unable to meet the interest on its bonds.

East Tennessee Virginia & Georgia.—The following earnings are reported for the first two months of the fiscal year:

	August 1884.	August 1883.	Jan. 1 to Aug. 31, 1884.	Jan. 1 to Aug. 31, 1883.
Gross.....	\$312,723	\$362,564	\$2,455,039	\$2,509,638
Operating expenses.....	188,026	181,516	1,612,319	1,556,938
Net earnings.....	\$124,697	\$178,048	\$842,720	\$952,700

Fargo Southern.—This railway company applies to list \$1,250,000 1st mortgage 6 per cent gold bonds. The company has no floating debt. Capital stock subscribed, \$1,250,000.

Louisville & Nashville.—At the annual meeting, held in Louisville, October 1, the following directors were elected for the ensuing year, viz.: John A. Carter, J. H. Lindenberger, Milton H. Smith, John D. Taggart, Jas. Trabue and Jas. B. Wilder, of Louisville; Heman Clark, Fredk. W. Foote, Edward H. Green, Ex. Norton, John D. Probst, J. S. Rogers and W. S. Williams, of New York. The officers elected were: Milton H. Smith, President; Ex. Norton, Vice-President; A. M. Quarrier, Second Vice-President; R. K. Warren, Secretary. A majority of the stock was represented at the meeting, and the plan for issuing preferred stock was abandoned. A resolution was passed authorizing the President and directors to issue and sell bonds to the amount of \$5,000,000, secured by a mortgage upon the Company's railroads and property in Tennessee and Kentucky, excepting its lines from Louisville to Lexington and from La Grange to Newport and the Cincinnati bridge, and Cecilia and Richmond branches; and also to pledge for the Company's indebtedness or future bonds the 50,000 shares of unlisted stock. They were further authorized, instead of pledging, to sell said 50,000 shares of stock at such price and upon such terms as they may deem best, or to make in their discretion any other agreements for guarantees or financial aid, or to make a combined sale of the stock and bonds, or a sale of each separately, whichever may seem best.

Mobile & Ohio.—The following table shows earnings and expenses to September 1.

	August 1884.	August 1883.	Jan. 1 to Aug. 31, 1884.	Jan. 1 to Aug. 31, 1883.
Gross earnings.....	\$143,606	\$156,584	\$1,215,081	\$1,254,194
Oper. expenses.....	125,678	127,398	1,011,522	992,145
Net earn'g's.....	\$17,928	\$29,186	\$203,559	\$262,049

New York Central & Hudson.—The facts in regard to the issue of debenture bonds by this company have finally come out, and are stated by a director as follows:

Between the years 1871 and 1883, inclusive, the New York Central & Hudson River Railroad Company expended for construction and in the purchase of the stocks and bonds of connecting lines, which securities are now owned by the company, the sum of \$53,500,000. During this period the funded debt was increased to the extent of \$3,500,000, showing an excess of expenditure of \$20,000,000. Toward this excess the company has applied the sum of \$3,200,000 of the surplus earnings over and above the 8 per cent dividends paid to the stockholders during the period named, together with the earnings and income from various other sources, aggregating \$3,200,000, leaving a balance of \$6,500,000, which is represented by temporary obligations. The company, with a view to fund these, has authorized the issue of \$10,000,000 twenty-year 5 per cent debentures, of which \$5,500,000 have been sold to J. S. Morgan & Co., of London, and the remaining \$3,500,000 are to be reserved and appropriated exclusively for the redemption of the \$1,350,000 Hudson River second mortgage bonds, due in 1885, and \$2,150,000 New York Central 6s, due Dec. 15, 1887.

In issuing these debentures the company has stipulated that no new mortgage shall be created prior to Sept. 1, 1902, which shall not include the debentures now issued. The debentures are dated Sept. 1, 1884, maturing 1904, with 5 per cent interest, payable semi-annually, March 1 and Sept. 1. They are in coupon bonds of \$1,650 each, or registered certificates of \$5,000, and transferable on the books of the company. In order to insure the issue of these debentures being kept within the limit now authorized, they contain a clause that they shall not be valid unless countersigned by the Union Trust Company as registrar.

The price at which Messrs. J. S. Morgan & Co. took the \$6,500,000 was not made public, but is generally believed to have been par.

New York Chicago & St. Louis.—The report filed by the New York Chicago & St. Louis Railroad with the Illinois Commission gives the income account as below stated for the year ended June 30, 1884. A comparison with the nine months' operations of the preceding year—the first nine months after the opening of the road, shows a rapid growth in business,

	1884.	1883 (9 mos.)
Gross earnings.....	\$2,987,540	\$1,045,516
Operating expenses.....	2,073,135	908,999
Net earnings.....	\$914,404	\$136,517
Interest.....	1,350,324	574,521

Deficit.....\$135,920 \$438,003
New York West Shore & Buffalo.—The following is a statement of earnings, expenses and net income of this company from April 1 to June 9, 1884, seventy days.

Gross earnings.....	\$606,913
Operating expenses, excluding taxes.....	\$019,772
Deficit from operation.....	\$312,458
Operating cost 157 per cent.....	
Interest on funded debt.....	\$479,166
Taxes.....	3,342
Rentals.....	124,408
Interest on mortgages.....	12,147
Total charges.....	614,065

Deficit.....\$932,023

The following is a statement of the floating debt on June 9, 1884:

Bills payable.....	\$175,115
Interest due and accrued.....	1,450,283
Due wages and supplies.....	1,605,956
Sundries.....	1,971,565

Total gross.....\$5,502,919

	OFFSETS.
Due by agents.....	\$852,010
Cash.....	17,500— 869,510

Net floating debt.....\$4,633,409

—Justice Daniels has appointed Theodore Houston receiver of this Company, in addition to Horace Russell.

Norfolk & Western.—The statement of earnings and expenses for August and for 8 months, in 1883 and 1884, is as follows:

	1884.	August.	1883.	Jan. 1 to Aug. 31, 8 mos.—
Gross earnings.....	\$228,407	\$247,710	\$168,734	\$1,519,321
Expenses.....	1 0,531	125,877	1,907,756	862,542
Net earnings.....	\$17,876	\$121,833	\$652,944	\$656,779

Oregon Railway & Navigation.—This company applies to the Stock Exchange to list \$5,000,000 7 per cent gold debenture bonds. The annual report for the year ending June 30 shows:

	1884.	1883.	Charges in 1884.
Gross earnings.....	\$5,331,906	\$5,900,112	Ine. \$61,318
Operating expenses.....	2,882,351	2,621,171	Ine. 261,180

Net earnings.....\$2,449,555

There is no floating debt except what is more than offset by quick assets. The liabilities are: Capital stock, \$21,000,000; first mortgage 6s (\$250,000 in sinking fund), \$6,000,000; debenture 7s (\$5,000,000 issued), \$6,000,000; scrip 8 per cent, \$1,300,000.

Philadelphia & Reading.—The result of the joint operations of the Philadelphia & Reading Railroad and Coal & Iron Company in the month of August (including Central of New Jersey Railroad, leased), was a decrease of \$156,382 in gross earnings and a decrease of \$123,699 in net, compared with August, 1883. For three months from June 1 there was a decrease in gross earnings of \$1,500,846, and a decrease in net of \$730,352, compared with 1883.

	Gross Receipts.	Net Receipts.
June.....	\$3,232,121	\$4,359,221
July.....	4,201,476	4,418,810
August.....	5,247,755	5,404,137

Total for 3 mos. \$12,681,352 \$14,182,193

The earnings of the Central of New Jersey were separately stated until June, 1884, and the comparative statement of gross and net earnings of both companies from Dec. 1 to May 31 was published in the CHRONICLE of July 5, on p. 22.

Rochester & Pittsburg.—Foreclosure proceedings by the Rochester & Pittsburg second mortgage bondholders have been begun again, the necessary sixty days' notice having expired. There was a hearing on Tuesday at Lock Haven, Pa., for the appointment of a receiver. The court reserved its decision.

—The Rochester & Pittsburg floating debt and second mortgage bondholders submit a plan of reorganization to the directors, by which new capital stock shall be issued to the extent of \$15,000,000, in place of present \$20,000,000, of which \$5,000,000 shall be preferred stock, entitled to 6 per cent non-cumulative dividends, and \$10,000,000 common stock. The present stockholders will receive \$5,000,000 of the new common stock, or at the rate of 25 shares for each 100 of their present holdings, without paying any assessment. The balance of the preferred and common stock will be offered to stockholders of record in proportion of 25 shares of preferred and 25 shares of common, for each 100 shares of present holdings, on the payment of 15 per cent in cash, or \$1,500 per 100 shares. This money will be used to pay off the second mortgage bonds and floating debt, whatever proportion of equipment bonds can be bought up, and to make necessary improvements on the road. The plan will be submitted to stockholders, a great many of whom have already approved it.

Shenandoah Valley.—The statement of earnings and expenses for August, and for 8 months, in 1883 and 1884, is as follows:

	1884.	August.	1883.	Jan. 1 to Aug. 31—8 mos.—
Gross earnings.....	\$78,767	\$92,445	\$176,017	\$527,334
Expenses.....	43,824	59,652	410,911	430,032
Net earnings.....	\$29,943	\$32,793	\$65,106	\$97,332

Texas & Pacific.—A circular has been sent to holders of Texas Pacific bonds inviting them to authorize a committee consisting of John A. Wright, John N. Hutchinson, Isaac J.

Wistar, F. S. Bond and W. L. Du Bois to act for the bondholders in the matter of endeavoring to change the administration and management of the company, to devise a plan to provide for the floating debt, and to apply for the appointment of a receiver for the company, should the committee consider such action expedient.

Union Pacific.—In response to the general desire that a balance sheet of this company as of June 30, 1884, should be given as a supplement to Mr. Adams' excellent report on the income and charges, the following statement is published by the Boston Transcript:

"There has been some demand for a late statement of the floating debt of the Union Pacific, although that subject was thoroughly discussed last June in connection with the report of the debt as it stood March 31, according to the United States Railroad Commissioner.

"The debt is not materially different to-day, and is being reduced; but the following balance sheet of the company, as furnished the United States Commissioner of Railroads, will supplement the recent concise annual earnings statement of President Adams:

Statement showing the financial condition of the Union Pacific Railway Company, June 30, 1884, as ascertained from its general books and accounts in Boston:

	Liabilities.
Funded debt.....	\$84,680,332
Interest on funded debt accrued, not due.....	797,729
United States subsidy bonds.....	33,539,512
Interest on United States subsidy bonds accrued, not due.....	33,099,554
Bills payable.....	\$7,205,533
Accounts payable.....	2,542,423
Pay-rolls and vouchers.....	1,969,996
Dividends unpaid.....	83,884
Coupons due and unpaid.....	1,270,182
Called bonds.....	32,000

Gross floating debt.....13,110,020

Total debt.....	\$165,227,149
Capital stock.....	60,868,500

Total.....\$226,095,649

Cost of road and equipment.....\$17,778,147

Fuel, material and stores on hand.....2,182,213

Cash on hand.....\$1,192,070

Company's stock and bonds owned by com.....2,072,973

Sinking fund in hands of trustees, cash.....32,000

And all accounts receivable.....2,913,419

Bonds and stocks of other companies, cost.....36,853,414

Miscellaneous by statements.....985,112

Interest re-paid the United States by transportation.....7,877,314

Due from United States, transportation and cash accounts.....9,698,252

Land contracts and land cash.....13,431,479

Advances payable in lands and stocks.....7,387,095

Sinking fund investments, United States Treasury.....198,802

Total.....\$245,011,363

Surplus, including land sales.....\$18,915,713

Surplus, excluding land sales.....\$8,628,882

"As compared with the results of the special examination made under direction of the same officer for the period ending with March 31, and which were embodied in his special report to the Secretary of the Interior of June 17, 1884, there appears to have been an increase in the net floating debt of the company within the intervening three months of \$1,568,781.

"This increase was due to the following payments made or liabilities incurred:

Payments to the United States on account of requirements under the Thurman act, in so far decreasing any contingent liabilities under that act (June settlement at Washington).....	\$718,814
Notes given in settlement of long-pending litigations against the company (Credit Molders).....	331,000
Notes given for sleeping-car equipment, purchased under the contract of May 1, 1884, with the Pullman Car Company.....	400,000

Total.....\$1,449,814 being nearly the entire amount (\$1,568,781) of increase reported.

"Between the 1st day of April and the 30th day of June \$525,000 was charged to various construction accounts, of which over \$338,000 was represented by additional mileage of branch or auxiliary roads. This construction was entered upon a year or more ago, and had to be mainly provided for out of surplus earnings. The expenditure on account of it is nearly over, and will wholly cease within the next three months. Between the 30th of June and the 30th of September, as nearly as can be ascertained, the floating debt has been decreased by payments from surplus earnings to the amount of \$1,350,000. Including payments to the United States, notes given to the Pullman Car Company and notes given in settlement of suits (\$1,450,000 in all, as above), the net floating debt of the company is at present no larger than it was on March 31, before any of those payments were made or liabilities incurred. No formal balance sheet can now be presented, or exact statement made, later than for the month ending June 30, when the reduction of floating debt from net earnings had not yet begun. Since that time more than 10 per cent of the gross floating debt has been paid off, and provision is already made for a further reduction of 10 per cent during October."

The situation of the floating debt will appear more clearly from the following recapitulation:

Gross floating debt June 30, as above.....	\$13,110,020
Offsetting assets June 30, as above.....	6,209,842

Net floating debt June 30.....\$6,900,177

Canceled since June 30 from earnings.....1,350,000

Net floating debt Sept. 30.....\$5,550,177

Less to be paid in October, say.....1,200,000

Probable net floating debt October 31.....\$4,350,177

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 3, 1884.

The drought from which the Atlantic coast has suffered for many weeks has been partially relieved, but more rain is needed. Unseasonably warm weather has prevailed during the most of the week, but has been followed by a lower temperature, giving a slight impulse to autumn trade. Still, in both mercantile and financial circles, a very unsettled feeling prevails. Capital holds aloof from all enterprises, and awaits developments, while speculation is fitful and feverish.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1884. Sept. 1.	1884. Oct. 1.	1883. Oct. 1.
Pork.....bbls.	7,285	6,447	18,102
Beef.....tes. and bbls.	147	305	408
Lard.....tes.	14,405	17,171	18,141
Tobacco, domestic.....hlds.	29,281	23,705	16,937
Tobacco, foreign.....bales.	56,126	46,669	48,093
Coffee, Rio.....bags.	126,478	152,032	125,647
Coffee, other.....bags.	65,548	64,900	34,576
Coffee, Java, &c.....mats.	93,527	88,302	58,890
Sugar.....hlds.	96,195	73,158	45,142
Sugar.....boxes.	2,757	2,128	5,193
Melado.....bags, &c.	1,349,434	1,286,982	612,256
Molasses, foreign.....hlds.	658	619	None.
Molasses, domestic.....bbls.	1,364	1,801	6,288
Hides.....No.	1,000	1,700	4,500
Cotton.....bales.	211,700	232,250	124,000
Rosin.....bbls.	74,730	57,235	92,198
Spirits turpentine.....bbls.	23,096	17,338	32,878
Tar.....bbls.	3,379	3,379	2,993
Rice, E. I.....bags.	2,879	2,611	407
Rice, domestic.....bbls. and tes.	2,760	13,000	20,025
Linseed.....bags.	740	950	1,425
Saltpetre.....bags.	None.	None.	None.
Bait butts.....bags.	15,450	12,250	11,200
Java butts.....bags.	86,400	74,000	79,650
Canilla hemp.....bales.	6,406	4,515	20,916
Sisal hemp.....bales.	26,620	27,099	30,900

The speculation in lard futures has not been so active as in the previous fortnight, and prices have fluctuated less widely. To-day a stronger opening was followed by some depression, and the close was weak at 7-60c. for Oct., 7-55c. for Nov., 7-45c. for Dec. and 7-51c. for Jan., showing an important decline for the week. Lard on the spot at lower prices has again been active for export, closing at 7-70@7-75c. for prime Western and 7-95@8c. for refined for the Continent. Pork has been rather dull at \$17 for mess. Bacon is nominal and cat meats somewhat unsettled. Beef and beef hams are very quiet. Tallow is less active at 6½c. Butter has been steady at 22@31c. for creamery, but rather quiet. Cheese is firmer at 8@14c. for State factory.

Rio coffee has been quiet at a slight decline, closing steady, however, at 8-55@8-60c. for October, 8-45@8-50c. for November and December and 8-50@8-55c. for January and February; on the spot Rio is steady but quiet at 10½c. for fair old. Tea is dull and lower. Foreign fruits are quiet. Rice is in fair demand and steady. Spices are quiet. Raw sugar has been dull and declining; fair refining closed rather more active at 4¾c.; refined has been dull and weak, but closed more steady granulated, 6¼@6-5-16c.

Kentucky tobacco has been more active on the spot, a sale of 1,500 hds. lugs being reported to Spanish Regio buyers on private terms; quoted 7@8c.; leaf, 8½@10½c. The speculation has been limited, but October sold to-day at 6½c. Seed leaf has had a larger movement at firmer prices. Sales for the week embrace 1,715 cases, including 361 cases Wisconsin Havana seed, 1883 crop, 16@35c.; 150 cases New England Havana seed, 1883 crop, 19@34c.; 100 cases New England, 1883 crop, 6½@18c.; 50 cases New England, 1882 crop, private terms; 214 cases Pennsylvania, 1883 crop, 9@12½c.; 150 cases Pennsylvania, 1882 crop, 9½@15c.; 285 cases Pennsylvania, 1881 crop, 5@11½c.; 50 cases State seed, 1883 crop, private terms; 200 cases Ohio, 1883 crop, 12c., and 150 cases sundries, 5@28c.; also 300 bales Havana, 80c.@\$1 15, and 160 bales Sumatra, \$1 30@1 65.

In naval stores little of interest has occurred, and spirits turpentine closed barely steady at 29½@30c.; strained to good strained rosins, \$1 27½@1 30. Refined petroleum for export closed firm at 7½c. for 70 Abel test. Crude oil certificates have been steady all along and closed at 74½c. Hops are very quiet, and 19c. is the best price for fancy State 1884. Wool also is slow, but in the main steady.

The ocean freight room market has been only fairly active in oil charters and miscellaneous tonnage. The grain has been slow until to-day, when grain was taken to Liverpool, by steam, at 3¼d; do to Avonmouth, 4d from store; do to Bristol, 4½d; do to Leith, 4¼d; do to Glasgow, 4¾d. Refined petroleum to Hamburg, 2s 10½d@3s; do, in cases, to Ferrol, 18c; refined from Baltimore to Hamburg, 2s 10½d; crude to Marseilles, 3s 4½d; cases to Bombay, 25c.

COTTON.

FRIDAY, P. M., October 3, 1884.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 3), the total receipts have reached 168,721 bales, against 118,463 bales last week, 80,737 bales the previous week and 42,624 bales three weeks since; making the total receipts since the 1st of September, 1884, 425,646 bales, against 484,968 bales for the same period of 1883, showing a decrease since September 1, 1884, of 59,322 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	4,283	7,207	1,032	2,518	4,424	2,901	22,365
Indianola, &c.....	.....	.....	.....	.....	.....	1,036	1,036
New Orleans.....	2,377	4,531	9,965	5,155	2,062	6,016	30,156
Mobile.....	316	2,451	1,098	715	747	1,139	6,466
Florida.....	.....	.....	890	.....	.....	681	1,571
Savannah.....	6,863	9,155	5,690	6,541	6,148	6,947	41,284
Brunswick, &c.....	.....	.....	.....	.....	.....	433	433
Charleston.....	4,321	5,570	6,394	5,025	5,244	5,067	31,821
Pt. Royal, &c.....	.....	.....	.....	.....	.....	91	91
Wilmington.....	1,112	1,348	1,009	656	1,195	1,383	6,703
Morehead C., &c.....	.....	.....	.....	.....	.....	75	75
Norfolk.....	1,662	4,229	3,462	2,927	2,576	3,270	18,126
West Point, &c.....	.....	.....	2,325	.....	.....	4,429	6,754
New York.....	.....	.....	.....	.....	.....	.....	.....
Boston.....	327	221	492	293	164	179	1,676
Baltimore.....	.....	.....	.....	.....	.....	52	52
Philadelphia, &c.....	.....	.....	.....	.....	.....	112	112
Totals this week.....	21,401	34,762	32,357	23,830	22,560	33,811	168,721

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1884, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to October 3.	1884.		1883.		Stock.	
	This Week.	Since Sept. 1, 1884.	This Week.	Since Sept. 1, 1883.	1884.	1883.
Galveston.....	22,365	82,495	27,060	94,952	35,161	61,194
Indianola, &c.....	1,036	4,026	721	4,080	.....	233
New Orleans.....	30,156	56,215	39,356	98,610	49,509	84,960
Mobile.....	6,466	14,089	6,818	18,341	5,298	8,917
Florida.....	1,571	4,056	633	1,330	.....	.....
Savannah.....	41,284	119,988	34,501	113,377	57,879	58,626
Brunswick, &c.....	433	1,631	329	1,014	.....	.....
Charleston.....	31,821	75,918	26,555	85,652	54,221	54,869
Pt. Royal, &c.....	91	137	835	1,461	.....	536
Wilmington.....	6,703	14,625	4,634	11,951	10,059	9,320
Morehead C., &c.....	75	229	100	435	.....	.....
Norfolk.....	18,126	35,856	15,238	34,516	13,932	15,018
West Point, &c.....	6,754	9,232	6,479	13,216	.....	.....
New York.....	.....	50	228	592	53,435	94,531
Boston.....	1,676	3,666	266	759	6,310	3,605
Baltimore.....	52	103	425	597	4,418	8,316
Philadelphia, &c.....	112	3,300	971	3,737	3,340	4,383
Total.....	168,721	425,646	165,461	484,968	301,612	404,498

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1884.	1883.	1882.	1881.	1880.	1879.
Galveston, &c.....	23,401	27,781	30,216	17,448	14,795	16,197
New Orleans.....	30,156	39,356	27,991	36,980	39,844	42,416
Mobile.....	6,466	6,818	13,533	10,657	11,470	17,147
Savannah.....	41,284	34,501	33,633	32,554	43,555	30,711
Charl'tn, &c.....	31,912	27,650	30,409	34,066	36,128	22,968
Wilmington, &c.....	6,778	4,734	7,517	7,378	6,087	4,401
Norfolk, &c.....	21,830	21,737	27,039	24,431	38,909	26,475
All others.....	3,814	2,844	4,185	7,324	8,306	9,063
Tot. this w'k.....	163,721	165,461	179,883	174,810	199,094	169,408
Since Sept. 1.....	425,646	484,968	476,840	604,547	692,758	580,347

Galveston includes Indianola; Charleston includes Pt. Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 70,246 bales, of which 57,010 were to Great Britain, 580 to France and 12,656 to the rest of the Continent, while the stocks as made up this evening are now 301,612 bales. Below are the exports for the week and since September 1, 1884.

Exports from—	Week Ending Oct. 3.				From Sept. 1, 1884, to Oct. 3, 1884.			
	Great Brit'n.	France.	Continent.	Total.	Great Brit'n.	France.	Continent.	Total.
Galveston.....	5,012	.....	.....	5,012	.....	.....	560	5,512
New Orleans.....	8,893	.....	.....	8,893	12,308	.....	370	12,976
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	4,901	.....	5,400	10,301	11,921	.....	5,400	17,321
Charleston.....	4,600	.....	.....	4,600	4,600	.....	.....	4,600
Wilmington.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	4,420	.....	.....	4,420	4,420	.....	.....	4,420
New York.....	21,323	580	4,408	26,401	60,583	1,059	7,724	69,366
Boston.....	1,502	.....	.....	1,502	1,910	.....	73	1,983
Baltimore.....	4,395	.....	2,738	7,133	15,574	.....	4,254	19,923
Philadelphia, &c.....	1,914	.....	.....	1,914	6,734	.....	209	6,943
To all.....	57,010	580	12,550	70,246	123,160	1,639	18,339	142,729
Since Sept. 1.....	21,116	17,711	29,661	68,488	79,401	47,716	58,277	185,454

* Includes exports from Pt. Royal, &c.
+ Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

OCT. 3, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign	Coastwise.	Total.
New Orleans.....	8,298	6,257	8,530	452	18,537
Mobile.....	None.	None.	None.	None.	None.
Charleston.....	2,460	None.	2,522	3,300	8,182
Savannah.....	11,400	None.	1,200	4,100	16,700
Galveston.....	None.	Tele. gram not received.			
Norfolk.....	5,486	None.	1,849	None.	10,335
New York.....	8,000	None.	2,000	None.	8,800
Other ports.....	6,000	None.	1,000	None.	7,000
Total 1884	42,544	6,257	12,801	7,852	69,554
Total 1883	18,546	16,824	38,901	12,587	86,858
Total 1882	34,273	11,616	29,179	9,877	84,945

The speculation in cotton for future delivery at this market during the past week has been more active, showing at times considerable excitement. The fluctuations in prices have been wider than usual, not without irregularity. On Saturday and Monday there were important declines, September options closing under a feeling of extreme depression, dropping 27 points from the close of Friday. On Tuesday, favored by better foreign advices, there was a sharp recovery, but on Wednesday there was a fresh decline; on Thursday a demand to cover contracts caused prices to advance, many of the sellers on Wednesday becoming buyers. To-day Liverpool was reported decidedly higher, and this market opened slightly dearer, but depression followed, and the close was but little changed from yesterday, though, compared with last Friday, at a decline of 6@15 points. Cotton on the spot has met with a fair demand for home consumption, and stocks are still small, but quotations were reduced 1-16c. on Saturday and 1/8c. on Monday, with new cotton 1/8c. below the regular figures. To-day the market was quiet and unchanged at 10 1/8c. for middling uplands.

The total sales for forward delivery for the week are 677,500 bales. For immediate delivery the total sales foot up this week 3,452 bales, including 100 for export, 3,352 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Sept. 27 to Oct. 3.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 8	7 7/8	7 7/8	7 7/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Strict Ord. 8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Good Ord. 9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord 9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Low Midd'g 9 5/8	9 5/8	9 5/8	9 5/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Str. L'w Mid 10 1/8	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Middling 10 3/8	10 3/8	10 3/8	10 3/8	10 5/8	10 5/8	10 5/8	10 5/8	10 5/8	10 5/8
Good Mid. 10 5/8	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Str. G'd Mid 10 7/8	10 7/8	10 7/8	10 7/8	10 9/8	10 9/8	10 9/8	10 9/8	10 9/8	10 9/8
Midd'g Fair 11 1/8	11 1/8	11 1/8	11 1/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8
Fair..... 11 3/8	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
STAINED.	Sat.			Mon.			Wed.		
	Th.	Fri.	Sat.	Th.	Fri.	Sat.	Th.	Fri.	Sat.
Good Ordinary.....	7 7/8	7 7/8	7 7/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Strict Good Ordinary.....	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Low Middling.....	9 1/8	9 1/8	9 1/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Middling.....	9 3/8	9 3/8	9 3/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ulat'n.	Trans- it.	Total.	Sales.	Deliv- eries.
Sat. Quiet at 1 1/2 dec.	—	590	—	—	590	86,800	200
Mon. Quiet at 1 1/2 dec.	—	411	—	—	411	127,000	200
Tues. Quiet.	100	463	—	—	563	87,000	200
Wed. Dull.	—	505	—	—	505	161,000	500
Thurs. Quiet.	—	1,016	—	—	1,016	111,700	2,500
Fri. Dull.	—	367	—	—	367	103,400	400
Total.	100	3,352	—	—	3,452	677,500	4,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market Prices and Sales since Sept. 1, 1934		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
FUTURES.		September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.
Saturday, Sept. 27 - Sales total. Prices paid (range) (losing)	Lower. 2,290 10 00 @ 10 79	Aver. 10 14 Aver. 2,290 10 12 @ 10 15 10 10 - 10 12	Aver. 10 67 1,400 10 04 @ 10 09 10 00 @ 10 01	Aver. 10 02 13,600 10 00 @ 10 07 10 00 @ 10 01	Aver. 10 08 11,400 10 05 @ 10 11 10 05 @ 10 06	Aver. 10 18 18,500 10 10 - 10 13 10 10 - 10 16	Aver. 10 30 13,500 10 28 @ 10 34 10 28 - 10 35	Aver. 10 44 3,900 10 42 @ 10 46 10 41 - 10 42	Aver. 10 56 4,300 10 54 @ 10 58 10 54 - 10 56	Aver. 10 69 5,500 10 66 @ 10 73 10 66 - 10 70	Aver. 10 79 3,300 10 78 @ 10 79 10 78 - 10 79	Aver. 10 83 200 10 81 @ 10 84 10 81 - 10 83	Aver. 10 96 1,100 10 94 @ 10 97 10 94 - 10 96
Monday, Sept. 29 - Sales total. Prices paid (range) Closing.	Lower. 2,100 9 83 @ 10 01	Aver. 9 95 Aver. 2,100 9 94 @ 10 01	Aver. 9 05 1,200 9 02 @ 9 06 9 02 - 9 06	Aver. 9 09 22,300 9 06 @ 10 02 9 05 - 9 09	Aver. 10 09 22,300 10 06 @ 10 12 10 05 - 10 09	Aver. 10 09 19,100 10 09 @ 10 06 10 09 - 10 10	Aver. 10 26 16,500 10 25 @ 10 29 10 25 - 10 29	Aver. 10 38 4,400 10 36 @ 10 40 10 41 - 10 42	Aver. 10 52 6,000 10 50 @ 10 55 10 50 - 10 55	Aver. 10 65 6,500 10 64 @ 10 68 10 64 - 10 68	Aver. 10 75 10 73 @ 10 77 10 73 - 10 75	Aver. 10 87 10 84 @ 10 91 10 87 - 10 91	Aver. 10 99 10 96 @ 11 00 10 99 - 11 00
Tuesday, Sept. 30 - Sales total. Prices paid (range) Closing.	Steady. 8,500 9 98 @ 10 77	Aver. 9 98 Aver. 8,500 10 00 - 10 03	Aver. 9 01 10 00 9 99 @ 10 03 10 00 - 10 03	Aver. 10 01 12,000 9 98 @ 10 03 10 03 - 10 04	Aver. 10 03 19,100 10 03 @ 10 06 10 03 - 10 06	Aver. 10 13 19,300 10 11 @ 10 16 10 10 - 10 16	Aver. 10 26 16,500 10 25 @ 10 29 10 25 - 10 29	Aver. 10 38 4,400 10 36 @ 10 40 10 41 - 10 42	Aver. 10 52 6,000 10 50 @ 10 55 10 50 - 10 55	Aver. 10 65 6,500 10 64 @ 10 68 10 64 - 10 68	Aver. 10 75 10 73 @ 10 77 10 73 - 10 75	Aver. 10 87 10 84 @ 10 91 10 87 - 10 91	Aver. 10 99 10 96 @ 11 00 10 99 - 11 00
Wednesday, Oct. 1 - Sales total. Prices paid (range) Closing.	Variable. 161,000 9 51 @ 10 54	Aver. 9 97 Aver. 161,000 9 51 @ 10 54	Aver. 9 09 35,300 9 02 @ 10 07 9 01 - 9 03	Aver. 10 00 40,800 9 06 @ 10 06 9 07 - 9 08	Aver. 10 11 37,500 10 05 @ 10 19 10 07 - 10 08	Aver. 10 23 12,400 10 20 @ 10 31 10 20 - 10 32	Aver. 10 37 4,300 10 32 @ 10 44 10 33 - 10 34	Aver. 10 50 4,300 10 46 @ 10 58 10 47 - 10 47	Aver. 10 63 7,600 10 58 @ 10 72 10 58 - 10 61	Aver. 10 73 4,000 10 70 @ 10 72 10 72 - 10 74	Aver. 10 83 4,000 10 81 @ 10 84 10 81 - 10 85	Aver. 10 96 10 93 @ 11 00 10 96 - 11 00	Aver. 11 08 11 05 @ 11 10 11 08 - 11 10
Thursday, Oct. 2 - Sales total. Prices paid (range) Closing.	Steady. 111,700 9 92 @ 10 78	Aver. 9 93 Aver. 111,700 9 92 @ 10 78	Aver. 10 00 22,500 9 92 @ 10 04 10 02 - 10 04	Aver. 10 01 21,600 9 98 @ 10 06 10 01 - 10 03	Aver. 10 11 20,300 10 07 @ 10 15 10 14 - 10 15	Aver. 10 24 7,000 10 22 @ 10 28 10 27 - 10 28	Aver. 10 35 3,800 10 32 @ 10 41 10 30 - 10 41	Aver. 10 50 3,800 10 48 @ 10 55 10 50 - 10 55	Aver. 10 63 5,800 10 61 @ 10 65 10 62 - 10 65	Aver. 10 73 1,000 10 70 @ 10 78 10 73 - 10 81	Aver. 10 83 1,000 10 81 @ 10 84 10 81 - 10 90	Aver. 10 96 10 93 @ 11 00 10 96 - 11 00	Aver. 11 08 11 05 @ 11 10 11 08 - 11 10
Friday, Oct. 3 - Sales total. Prices paid (range) Closing.	Steady. 103,400 9 93 @ 10 97	Aver. 9 96 Aver. 103,400 9 93 @ 10 97	Aver. 10 04 13,000 10 02 @ 10 05 10 01 - 10 03	Aver. 10 06 16,400 10 04 @ 10 06 10 08 - 10 07	Aver. 10 16 15,900 10 13 @ 10 17 10 16 - 10 17	Aver. 10 29 12,300 10 26 @ 10 30 10 29 - 10 30	Aver. 10 43 3,600 10 41 @ 10 44 10 42 - 10 44	Aver. 10 56 4,700 10 54 @ 10 58 10 56 - 10 58	Aver. 10 69 6,800 10 67 @ 10 71 10 69 - 10 71	Aver. 10 81 34,100 10 78 @ 10 84 10 81 - 10 84	Aver. 10 91 9,500 10 88 @ 10 94 10 91 - 10 95	Aver. 11 04 1,100 11 02 @ 11 08 11 04 - 11 08	Aver. 11 16 1,100 11 14 @ 11 18 11 16 - 11 18
Total sales this week	677,500	9,100	90,600	112,500	134,200	132,800	69,100	38,600	27,900	34,100	9,500	1,100	1,100
Average price, week	10 01	9 99	10 00	10 03	10 03	10 13	10 26	10 39	10 52	10 65	10 79	10 90	10 99
Sales since Sept. 1, '34	158,200	392,300	346,400	363,100	432,800	175,100	76,400	77,500	92,400	20,000	1,200	1,200	1,200

1884.							1883.						
32s Cop. Twist.			8½ lbs. Shirtings.			Cott'n Mid. Ups'g	32s Cop. Twist.			8½ lbs. Shirtings.			Cott'n Mid. Ups'g
d.	s.	d.	s.	d.	s.	d.	d.	s.	d.	s.	d.	s.	d.
Aug. 1	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 8	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 15	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 22	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 29	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
Sept. 6	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 13	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 20	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 27	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
Oct. 4	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 11	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 18	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 25	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	
" 31	89½	9 9½	5	8½	27 1½	6¼	8¼	2 9	5	8	27 0	5½	

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO OCTOBER 1.—In our editorial columns to-day will be found our usual Overland Movement brought down to October 1.

NEW YORK COTTON EXCHANGE.—In the middle of last June, calls of print cloths were added to the usual cotton calls. This action was taken partly in consequence of the decrease of the speculative business on the Exchange, due in some measure to the organization of many other Exchanges, but more especially to the prevalent apathy of the outside public, as regards speculation, in all commodities and securities.

The calls of print cloths have, however, been regularly continued, although it cannot be said that, thus far, they have answered expectations. This is easily to be accounted for. The effects of the disturbance in Wall Street last May have not yet disappeared; on the contrary, the frequent deplorable defalcations since have kept alive a general distrust, and the spirit of speculation remains dormant. Thus the introduction of print cloths on the Cotton Exchange occurred at an unfavorable period, and, besides, the opposition in some quarters has had to labor under the disadvantage that the operators on the Cotton Exchange, with many members absent during the summer months, have found it difficult at times to keep up even a show of vitality. Under such circumstances, there was hardly any chance for the immediate success of print cloth calls.

Sales of future deliveries of cotton are, however, on the increase, and as print cloths are getting low in value, and production is diminishing, they are likely also soon to attract attention; so that, set free from the impediments, which hitherto have seriously interfered with dealings in the article, it is thought that they will, after awhile, participate in the general revival.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement during September, 1884, and previous years, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1884.	1883.	1882.	1881.	1880.	1879.
Sept. mth.	345,445	343,812	326,656	429,777	458,478	353,643
Percentage of total receipts Sept. mth.	07.69	05.43	09.10	07.80	06.67	

This statement shows that up to Sept. 30 the receipts at the ports this year were 1,633 bales more than in 1883 and 18,789 bales more than at the same time in 1882. The receipts since September 1, 1884, and for the corresponding period of the five previous years have been as follows.

	1884.	1883.	1882.	1881.	1880.	1879.
Sept. 1....	2,944	2,765	5,055	5,600	5,037	3,490
" 2.....	2,546	8.	2,890	10,356	5,669	1,548
" 3.....	2,052	7,215	8.	10,182	10,512	1,391
" 4.....	2,519	3,996	5,868	8.	6,474	2,264
" 5.....	5,040	6,169	3,396	18,859	8.	4,927
" 6.....	3,704	4,969	5,636	9,069	14,754	2,104
" 7.....	8.	8,194	4,493	7,637	9,315	8.
" 8.....	8,206	8,143	6,405	8,181	8,616	5,454
" 9.....	5,646	8.	6,405	13,792	11,096	5,124
" 10.....	8,396	13,920	8.	18,054	10,862	4,878
" 11.....	6,214	9,486	11,202	8.	15,646	4,858
" 12.....	10,453	8,038	5,645	16,595	8.	7,636
" 13.....	8,579	9,178	7,474	17,797	20,342	7,069
" 14.....	8.	15,283	8,044	14,674	15,117	8.
" 15.....	16,590	11,742	10,742	10,870	13,999	15,628
" 16.....	10,205	8.	8,060	21,062	16,191	12,215
" 17.....	12,970	21,869	8.	16,364	20,906	12,995
" 18.....	15,397	11,760	16,598	8.	18,470	14,071
" 19.....	16,996	15,195	9,606	17,206	8.	14,955
" 20.....	13,104	14,087	12,733	19,476	30,306	17,032
" 21.....	8.	22,166	13,039	15,551	20,049	8.
" 22.....	25,009	15,709	17,187	13,996	17,749	23,420
" 23.....	17,833	8.	16,201	29,700	19,484	23,729
" 24.....	16,154	28,346	8.	15,866	30,355	21,382
" 25.....	26,924	14,369	27,438	8.	21,788	19,141
" 26.....	25,439	19,746	21,616	22,465	8.	19,975
" 27.....	21,401	21,570	19,768	26,603	37,550	22,978
" 28.....	8.	25,292	24,584	15,773	25,495	8.
" 29.....	34,762	24,305	26,872	20,469	24,321	31,231
" 30.....	32,357	8.	29,699	33,540	27,881	30,800
Tot. Sp. 30	345,445	343,812	326,656	429,777	458,478	353,643
Oct. 1....	23,830	33,553	8.	19,012	35,186	20,785
" 2.....	22,560	23,863	30,981	8.	31,901	21,495
" 3.....	33,811	23,430	25,177	36,637	8.	35,016
Total.....	425,646	424,688	382,814	485,426	525,565	410,939
Percentage of total port receipts Oct. 3.	08.75	06.36	10.28	09.93	08.22	

This statement shows that the receipts since Sept. 1 up to to-night are now 958 bales more than they were to the same day of the month in 1883 and 42,832 bales more than they were

to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to October 3 in each of the years named.

EAST INDIA CROP PROSPECTS.—We are advised by cable from Bombay to-day that reports from the districts are not satisfactory. There has been too much rain in some districts and a break is badly needed. In Bengal the crop has been slightly damaged by rain. The rainfall at Bombay since the beginning of the monsoon has reached 71.48 inches.

JUTE BUTTS, BAGGING, &C.—There has been a good demand for bagging, and the market is quite active. There is more doing in a large way, while orders are increasing for the jobbing trade. Prices are steadily held, and sellers are not disposed to accept anything below full figures, which are 9½¢. for 1½ lbs., 10½¢. for 1¾ lbs., 11¢. for 2 lbs. and 11½¢. for standard grades. These figures are asked for small parcels, while larger orders are filled at a discount of 2½¢@5 per cent, according to quantity. Butts have been very active, and considerable business has been done in lots to arrive, and a fair business is reported in spot parcels. Prices are steady at 1¾¢@1½¢. for paper grades, while up to 2½¢. is asked for bagging qualities. The sales for the past month aggregate 50,000 bales, mostly to arrive, at 1¾¢@2½¢., as to quality. The stock on hand is 74,600 bales, which, together with 104,626 bales on the way, gives a visible supply of 179,226 bales.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 44,105 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

		Total bales.	
NEW YORK—To Liverpool, per steamers Adriatic, 1,224....			
Alaska, 2,283....	Germania, 2,560....	Karamania, 6,573....	18,403
Keppler, 2,521....	Servia, 508....	S. John, 2,413....	2,917
To H. B., per steamer Gail, 2,917....			580
To Havre, per steamer St. Germain, 580....			500
To Bremen, per steamers Elbe, 400....	Rhein, 100....		1,900
To Hamburg, per steamers L. Ing., 700....	Rugla, 1,200....		200
To Antwerp, per steamer S. John, 2,000....			1,318
To Antwerp, per steamers Cla. m. m., 608....	Herman, 50....		40
Ro. land, 100....			100
To Reval, per steamer H. B., 450....			30
To St. Petersburg, per steamer H. B., 100....			7,020
NEW ORLEANS—To Antwerp, per steamer Glendora, 370....			6,699
SAVANNAH—To Liverpool, per steamer Coniston, 7,020....			73
BALTIMORE—To Liverpool, per steamers Baltimore, 2,478....			2,633
Gal. I., 2,633....	Nesimora, 1,533....		209
To Bremen, per steamer Habsburg, 700....			
BOSTON—To Yarmouth, N. S., per steamer Alpha, 73....			
PHILADELPHIA—To Liverpool, per steamers Indiana, 1,133....			
Lord Gough, 1,500....			
To Antwerp, per steamer Switzerland, 209....			

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen.	Amster.	Reval.	St. Petersburg.	Yar.	Total.
New York.	18,406	2,917	580	2,400	1,543	550			26,401
N. Orleans.					370				370
Savannah.	7,020								7,020
Baltimore.	6,699			700					7,399
Boston.								73	73
Philadelphia.	2,633				200				2,842
Total.	34,758	2,917	580	3,100	2,127	550		73	44,105

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

GALVESTON—For Liverpool—Sept. 26—Steamer Victoria, 5,012....Oct. 2—Steamer Noto, —.	
For Bremen—Sept. 30—Steamer Pen-y-Ghent, —.	
NEW ORLEANS—For Liverpool—Sept. 20—Steamer Serra, 4,450....Oct. 1—Steamer Statesman, 4,430.	
SAVANNAH—For Liverpool—Sept. 27—Steamer Anierley, 4,901.	
For Bremen—Sept. 25—Steamer Compton, 5,400.	
CHARLESTON—For Liverpool—Oct. 1—Steamer Pallion, 4,600.	
NORFOLK—For Liverpool—Sept. 27—Steamer Madrid, 4,420.	
BOSTON—For Liverpool—Sept. 23—Steamer Kansas, 1,003....Sept. 26—Steamer Pavonia, 499.	
BALTIMORE—For Liverpool—Sept. 29—Steamer Caspian, 1,631....Sept. 30—Steamer Menimore, 1,200.	
For Antwerp—Sept. 25—Steamer Sussex, 1,617.	
PHILADELPHIA—For Liverpool—Sept. 27—Steamer British Crown, 564.	

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	11 64	13 64-732	13 64-732	13 64-732	13 64-732	13 64-732
Do sail d.						
Havre, steam d.	11 32-2 3/4	3 3/4	3 3/4	7 16	7 16	7 16
Do sail d.						
Bremen, steam d.	7 16	7 16	7 16	7 16	7 16	7 16
Do sail d.						
Hamburg, steam d.	5 16	3 3/4	3 3/4	3 3/4	3 3/4	3 3/4
Do sail d.						
Amst'dm, steam d.	4 51	4 51	4 51	4 51	4 51	4 51
Do sail d.						
Reval, steam d.	7 32	9 32	9 32	9 32	9 32	9 32
Do sail d.						
Barcelona, steam d.	5 16	5 16	5 16	5 16	5 16	5 16
Genoa, steam d.	5 16	5 16	5 16	5 16	5 16	5 16
Trieste, steam d.	9 16	9 16	9 16	9 16	9 16	9 16
Antwerp, steam d.	5 16	3 3/4	3 3/4	3 3/4	3 3/4	3 3/4

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Sept. 12.	Sept. 19.	Sept. 26.	Oct. 3.
Sales of the week.....bales.	57,000	59,000	52,000	72,000
Of which exporters took....	6,000	9,000	6,000	5,000
Of which speculators took....	2,000	1,000	1,000	1,000
Sales American.....	38,000	39,000	36,000	57,000
Actual export.....	5,000	5,000	6,000	6,000
Forwarded.....	5,000	3,000	4,000	4,000
Total stock—Estimated.....	650,000	622,000	588,000	532,000
Of which American—Estim'd.....	381,000	356,000	330,000	289,000
Total import of the week.....	16,000	28,000	19,000	21,000
Of which American.....	13,000	13,000	14,000	19,000
Amount afloat.....	65,000	54,000	62,000	98,000
Of which American.....	19,000	26,000	29,000	62,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 3, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, 12:30 P.M.	Irregular.	Flat and irregular.	Firmer.	Harden'g.	Firm.	Steady.
Mid. Upl'ds	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Mid. Orln's	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8	5 1/8
Sales.....	7,000	10,000	10,000	14,000	12,000	12,000
Spec. & exp.	500	1,000	1,000	2,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Steady.	Weak.	Firm.	Firm.	Quiet.	Quiet and steady.
Market, 4 P.M.	Easy.	Steady.	Quiet.	Firm.	Quiet but steady.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and farthings, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sat., Sept. 27.				Mon., Sept. 29.				Tues., Sept. 30.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
September.....	5 47	5 47	5 47	5 47	5 41	5 41	5 40	5 40	5 41	5 41	5 41	5 41
Sept.-Oct.....	5 48	5 48	5 48	5 48	5 40	5 40	5 40	5 40	5 42	5 42	5 42	5 42
October.....	5 43	5 43	5 43	5 43	5 38	5 38	5 37	5 37	5 40	5 40	5 40	5 40
Oct.-Nov.....	5 43	5 43	5 43	5 43	5 38	5 38	5 37	5 37	5 40	5 40	5 40	5 40
Nov.-Dec.....	5 43	5 43	5 43	5 43	5 38	5 38	5 37	5 37	5 40	5 40	5 40	5 40
Dec.-Jan.....	5 43	5 43	5 43	5 43	5 38	5 38	5 37	5 37	5 40	5 40	5 40	5 40
Jan.-Feb.....	5 44	5 44	5 44	5 44	5 40	5 40	5 40	5 40	5 43	5 43	5 42	5 42
Feb.-March.....	5 47	5 47	5 47	5 47	5 43	5 43	5 42	5 42	5 45	5 45	5 45	5 45
March-Apr.....	5 49	5 49	5 49	5 49	5 46	5 46	5 45	5 45	5 48	5 48	5 48	5 48
April-May.....	5 52	5 52	5 52	5 52	5 49	5 49	5 48	5 48	5 51	5 51	5 51	5 51
May-June.....	5 52	5 52	5 52	5 52	5 49	5 49	5 48	5 48	5 51	5 51	5 51	5 51
June-July.....	5 52	5 52	5 52	5 52	5 49	5 49	5 48	5 48	5 51	5 51	5 51	5 51

	Wednes., Oct. 1.				Thurs., Oct. 2.				Fri., Oct. 3.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
October.....	5 47	5 47	5 41	5 41	5 41	5 41	5 41	5 41	5 43	5 43	5 43	5 43
Oct.-Nov.....	5 44	5 44	5 40	5 40	5 39	5 39	5 39	5 39	5 42	5 42	5 42	5 42
Nov.-Dec.....	5 44	5 44	5 39	5 39	5 39	5 39	5 39	5 39	5 42	5 42	5 42	5 42
Dec.-Jan.....	5 45	5 45	5 40	5 40	5 39	5 39	5 39	5 39	5 43	5 43	5 42	5 42
Jan.-Feb.....	5 47	5 47	5 42	5 42	5 41	5 41	5 41	5 41	5 44	5 44	5 44	5 44
Feb.-March.....	5 49	5 49	5 44	5 44	5 45	5 45	5 45	5 45	5 48	5 48	5 47	5 47
March-Apr.....	5 52	5 52	5 48	5 48	5 48	5 48	5 48	5 48	5 51	5 51	5 51	5 51
April-May.....	5 55	5 55	5 51	5 51	5 51	5 51	5 51	5 51	5 54	5 54	5 54	5 54
May-June.....	5 59	5 59	5 54	5 54	5 54	5 54	5 54	5 54	5 57	5 57	5 57	5 57
June-July.....	5 59	5 59	5 54	5 54	5 54	5 54	5 54	5 54	5 57	5 57	5 57	5 57
July-Aug.....	5 59	5 59	5 54	5 54	5 54	5 54	5 54	5 54	5 57	5 57	5 57	5 57
Aug.-Sept.....	5 59	5 59	5 54	5 54	5 54	5 54	5 54	5 54	5 57	5 57	5 57	5 57

BREADSTUFFS.

FRIDAY, P. M., October 3, 1884.

Flour has sold to a moderate extent at firm prices of late. The supply has continued to be liberal, and the demand has, as a rule, been by no means brisk, but a stronger market for wheat has given holders rather more confidence.

Wheat has been in pretty good demand for export, and the speculation has at times been large; prices have been feverish and unsettled, advancing one day and declining the next. The general tendency of options has been downward, however. The rallies here and at Chicago have been short-lived, yet many still contend that the bottom has been touched and that a permanent reaction is likely to set in soon. The bulls claim that the short interest is considerable, and that the acreage of winter wheat promises to show a decrease this year owing to the low price and drought in the Ohio Valley. No. 2 red closed firm at 91c, delivered, 88 1/2c, for Oct., 90 1/2c, for Nov.,

92 1/2c. for Dec. and 94 1/2c. for Jan., showing a decline of 1c. for the week.

Indian corn has attracted the most attention of any cereal, both here and at Chicago, where there was a very sharp advance before the September shorts were settled. The advance here has not been so severe, because the short interest in September was smaller than at the West, and it is not understood that October has been very heavily sold for short account in this market, though it is claimed that such is the case in Chicago, and a movement is on foot, it is said, to corner this month there. The cereal, however, seems to be cornering itself, the supply of contract grade is undoubtedly small. To-day there was an early advance here of 1/4c. No. 2 mixed closed firm at 64c. in elevator, 63c. for October, 60 1/2c. for November, 58 1/2c. for December and 49 1/2c. for January. These figures are 2 1/2c. higher than those of a week ago.

Rye and barley have been quiet. Oats have been fairly active, and options have advanced slightly. No. 2 mixed closed firm at 31 1/2c. for October and 32 1/2c. for November.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring.....	2 10 1/2	Corn—	
No. 2 winter.....	2 10 1/2	Western Yellow.....	60 @ 65
Superfine.....	2 10 1/2	Rye—Western.....	65 @ 65
Spring wheat extras.....	2 75 @ 3 75	State & Canada.....	65 @ 90
Min. clear and stra't.....	3 75 @ 5 00	Oats—Mixed.....	31 @ 33
Winter whipp'g extras.....	2 90 @ 3 60	White.....	32 @ 40
Winter clear and straight.....	3 75 @ 5 30	No. 2 mixed.....	32 @ 32
Patents, spring.....	4 60 @ 6 25	No. 2 white.....	34 @ 34
		Barley—No. 1 Canada.....	85 @ 85
		No. 2 Canada.....	80 @ 80
		State, two-rowed.....	65 @ 65
		State, six-rowed.....	75 @ 75

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Sept. 27 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	60,383	750,219	1,800,883	1,284,873	243,356	135,638
Milwaukee.....	53,672	210,107	19,209	39,359	231,366	2,000
Toledo.....	2,911	802,751	61,153	7,972	573	16,309
Detroit.....	1,303	411,272	18,097	22,838	11,983	.....
Cleveland.....	3,706	42,000	11,000	20,000	16,315	.....
St. Louis.....	35,193	374,002	93,431	1,010,120	109,332	39,746
Peoria.....	1,535	27,330	131,280	410,875	13,800	17,080
Duluth.....	27,820	608,791	.....	.....	.....	.....
Tot. wk. '84.....	191,883	3,320,749	2,138,024	1,902,737	620,725	205,733
Same wk. '83.....	201,657	2,530,846	2,759,827	1,610,120	671,626	300,802
Same wk. '82.....	190,049	3,090,024	1,503,436	923,309	524,220	113,079
Since July 25.....	.....	.....	.....	.....	.....	.....
1884.....	1,611,277	29,092,500	18,812,952	15,144,431	1,907,541	1,801,588
1883.....	1,473,361	23,455,011	20,982,102	14,996,164	780,355	2,809,220
1882.....	1,368,952	21,844,991	12,613,091	12,448,674	1,324,648	889,329

The exports from the several seaboard ports for the week ending Sept. 27, 1884, are shown in the annexed statement:

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	455,869	66,646	81,124	981	216,736	1,676
Boston.....	12,039	111,588	78,867	934	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	81,222	49,953	8,182	.....	.....	38
Philadel.....	128,000	1,857	9,572	.....	.....	.....
Baltimore.....	433,466	250	15,303	.....	1,345	.....
N. Orleans.....	.....	30	415	.....	.....	.....
N. News.....	.....	.....	.....	.....	.....	.....
Total wk.....	1,110,587	230,324	193,463	1,915	218,031	1,714
Same time 1883.....	1,135,444	1,389,307	196,073	4,904	150,991	3,658

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1884. Week. Sept. 27.	1883. Week. Sept. 29.	1884. Week. Sept. 27.	1883. Week. Sept. 29.	1884. Week. Sept. 27.	1883. Week. Sept. 29.
Un.King.....	Bbls. 123,254	Bbls. 132,808	Bush. 551,460	Bush. 595,886	Bush. 200,150	Bush. 1,120,034
Cont'n't.....	16,903	5,692	559,127	539,558	11,309	239,874
S. & C. Am.....	14,440	18,427	.....	.....	16,138	19,179
W. Indies.....	19,730	16,634	.....	.....	2,580	8,659
Brit. Col's.....	18,657	21,828	.....	.....	45	320
Oth. n't's.....	479	.....	.....	.....	104	1,241
Total.....	193,463	196,073	1,110,587	1,135,444	230,324	1,389,307

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

Exports since Aug. 25, to—	Flour.		Wheat.		Corn.	
	1884.	1883.	1884.	1883.	1884.	1883.
	Aug. 25 to Sept. 27.	Aug. 27 to Sept. 29.	Aug. 25 to Sept. 27.	Aug. 27 to Sept. 29.	Aug. 25 to Sept. 27.	Aug. 27 to Sept. 29.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	575,491	500,480	4,552,578	3,848,303	1,914,450	4,070,851
Continent...	64,488	20,826	4,824,693	2,633,399	301,933	1,079,230
S. & C. Am...	66,123	54,329	640	375	75,827	192,587
West Indies.	81,474	83,248	.....	3,505	45,676	76,076
Brit. Colonies.	81,371	87,332	.....	.....	11,555	5,814
Oth. coun'ts	3,601	2,016	3,005	.....	2,669	6,792
Total...	872,538	748,261	9,389,916	6,485,732	1,682,130	5,424,350

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 27, 1884, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	4,920,396	642,570	881,562	.....	29,852
Do afloat (est.)..	950,219	248,830	393,691	33,125	90,574
Albany.....	2,500	16,000	30,300	1,500	13,500
Buffalo.....	703,001	211,170	.....	7,177	11,929
Chicago.....	3,679,392	3,184,968	285,047	75,808	121,958
Newp't News.....	387,674	.....	.....	.....	.....
Milwaukee.....	666,142	538	.....	151,624	19,269
Duluth.....	1,457,935	.....	.....	.....	.....
Toledo.....	1,546,350	70,136	34,308	.....	22,815
Detroit.....	406,489	23,718	39,250	259	2,216
Oswego.....	172,259	75,688	.....	40,672	30,760
St. Louis.....	2,085,719	168,347	167,031	7,177	40,766
Cincinnati.....	56,940	19,800	34,907	35,328	4,696
Boston.....	13,894	78,521	166,795	3,193	.....
Toronto.....	57,884	.....	500	16,301	.....
Montreal.....	95,494	.....	.....	1,994	631
Philadelphia.....	449,439	75,735	85,631	.....	.....
Peoria.....	8,972	50,879	202,459	.....	6,251
Indianapolis.....	159,549	19,800	47,400	.....	3,500
Kansas City.....	481,668	33,506	4,364	.....	4,046
Baltimore.....	914,556	15,745	5,743	.....	.....
Down Mississippi.	28,878	1,014	42,575	.....	25,000
On rail.....	1,382,320	883,003	951,173	189,333	249,419
On lake.....	1,599,971	536,152	167,000	.....	128,512
On canal.....	1,914,838	407,770	274,280	20,738	254,760
Tot. Sept. 27, '84.	21,173,030	6,796,639	3,818,057	583,529	1,059,697
Tot. Sept. 20, '84.	22,312,654	5,448,938	3,611,560	447,563	1,127,262
Tot. Sept. 29, '83.	26,961,337	14,066,269	5,792,838	784,962	2,068,673
Tot. Sept. 30, '82.	13,149,613	6,650,564	5,519,557	564,843	726,063
Tot. Oct. 1, '81.	19,494,252	27,381,974	6,468,059	1,393,024	901,840

THE DRY GOODS TRADE.

FRIDAY, P. M., October 3, 1884.

There was a comparatively light movement in dry goods the past week, owing partly to the unseasonable mildness of the weather, which has restricted the demand for many fall and winter fabrics. Business ruled very quiet in commission and importing circles, jobbers having governed their purchases by positive requirements as a rule. The jobbing trade was spasmodic, and upon the whole unsatisfactory, but some large lots of staple cotton goods, gingham, &c., were closed out by some of the principal firms through exceptionally low prices. The extreme apathy manifested by wholesale buyers for some time past has caused manufacturers to unload their surplus stocks through the auction rooms, and another large sale of lap robes, blankets and woollens was held on the 2d instant. The entire offering was closed out, but at very low prices, some lines of blankets having been sold at from 33½ to 40 per cent below agents' net quotations, while the most desirable grades brought only about 85 cents on the dollar. In spite of this discouraging result, another large sale of men's-wear woollens will be held the coming week.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 1,527 packages, including 407 to Great Britain, 327 to Argentine Republic, 192 to Chili, 167 to Hayti, 97 to Santo Domingo, &c. There was a light and unsatisfactory demand for cotton goods at first hands, and selections were almost wholly of a hand-to-mouth character. Some inquiry was made by exporters and converters, but their views as to price were too low to merit consideration, and few transactions in this connection were reported. Brown and bleached goods ruled quiet and colored cottons were lightly dealt in, but a fair business was done in wide sheetings. Print cloths were in moderate demand on the basis of 3 3-16c, for 64x64s and 23½c. for 56x60s. Prints continued quiet, and though the best makes are fairly steady in price, "off styles" can readily be bought at a material concession from nominal holding rates. Gingham ruled quiet, but a large line of Bates' staple checks, fancies, &c., was closed out by a leading jobbing house at the low price of 6¼c. net by the case.

PRINT CLOTHS.—The following shows the course of the market during the week:

COTTON EXCHANGE	MARKET.		SALES OF FUTURES.			
	Spots.	Futures.				
			September.	October.	November.	Total.
	Tone.	Price.	Tone.			
Saturday.....	Dull.	3-30	Dull.	Price Sales	Price Sales	Price Sales
Monday.....	Dull.	3-25	Dull.	Price Sales	Price Sales	Price Sales
Tuesday.....	Dull.	3-25	Dull.	Price Sales	Price Sales	Price Sales
Wednesday.....	Dull.	3-25	Dull.	Price Sales	Price Sales	Price Sales
Thursday.....	Dull.	3-25	Dull.	Price Sales	Price Sales	Price Sales
Friday.....	Dull.	3-25	Dull.	Price Sales	Price Sales	Price Sales
Total.....						

Transferable Notices.—Saturday, 3-25; Monday, 3-20; Tuesday, 3-20; Wednesday, 3-25; Thursday, 3-20; Friday, 3-15.

DOMESTIC WOOLEN GOODS.—The movement in men's-wear woollens continued very slow. Some fair sales of worsted suitings and indigo-blue flannels were reported by agents, but cassimeres and overcoatings were very quiet. Jersey cloths and stockinettes were somewhat less active, but the best makes are well sold up. Ladies' cloths and tricots were in moderate request, and all-wool plaid sackings continued in pretty good demand. Cloakings were quiet as a rule, and repellents were slow of sale. Kentucky jeans and doeskins were almost neglected in first hands, and satinets were sluggish. For blankets and flannels there was a limited call at first hands, but fair sales were effected by jobbers. Worsted dress goods continued in small demand, and carpets, shawls, skirts, hosiery and knit underwear were severally quiet.

FOREIGN DRY GOODS.—In very light demand at first hands, and sluggish with jobbers, but the most staple fabrics and desirable novelties are fairly steady in price. Efforts were made by importers to dispose of silks, velvets, millinery goods, &c., through the auction rooms, but buyers were apathetic, and low figures were obtained for most of the goods sold in this manner. Imports continue small, but stocks are ample, and no scarcity need be apprehended.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 2, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 2, 1884.	Week Ending Oct. 2, 1883.		Since Jan. 1, 1883.		Week Ending Oct. 2, 1884.		Since Jan. 1, 1884.	
	Phys.	Value.	Phys.	Value.	Phys.	Value.	Phys.	Value.
Manufactures of—								
Wool.....	956	336,214	42,751	17,015,504	1,125	347,674	44,069	17,097,091
Cotton.....	938	2,933,062	57,222	17,813,476	1,939	257,435	49,833	14,533,402
Silk.....	1,000	618,484	56,614	21,653,926	1,416	58,683	14,032,842	53,486
Flax.....	1,000	101,161	67,004	5,723,326	1,275	184,192	59,000	6,305,424
Miscellaneous.....	580	101,161	67,004	5,723,326	1,275	184,192	59,000	6,305,424
Total.....	4,970	5,213,882	265,471	72,707,420	6,272	17,029,241	254,992	71,973,468
WITHDRAWN FROM WAREHOUSE DURING SAME PERIOD								
Manufactures of—								
Wool.....	505	169,134	23,618	9,274,792	574	196,472	7,093,707	19,011
Cotton.....	112	29,481	15,533	4,513,931	307	81,435	13,872,458	3,842,458
Silk.....	245	153,831	12,712	8,153,931	363	193,180	8,989	3,842,458
Flax.....	410	71,453	30,069	3,447,870	738	78,813	18,305	2,882,211
Miscellaneous.....	1,318	72,916	96,962	2,117,638	1,513	49,186	1,821,266	1,821,266
Total.....	2,991	494,485	169,884	27,658,515	3,242	509,136	189,564	21,481,663
Entered for consumption	4,970	5,213,882	265,471	72,707,420	6,272	17,029,241	254,992	71,973,468
Total at the port.....	10,150	10,427,764	437,350	100,341,935	9,514	22,299,160	444,556	93,457,131
ENTERED FOR WAREHOUSE DURING SAME PERIOD								
Manufactures of—								
Wool.....	392	119,122	24,169	9,306,191	466	165,470	7,665,943	20,676
Cotton.....	164	50,576	13,822	3,913,711	249	86,063	13,670	4,054,983
Silk.....	922	56,677	12,712	7,987,446	369	212,429	6,118,330	6,118,330
Flax.....	693	75,146	19,546	3,206,525	808	85,373	18,212	3,002,340
Miscellaneous.....	3,770	32,776	107,733	2,338,823	4,534	75,073	1,806,137	1,806,137
Total.....	5,171	435,296	178,049	26,847,895	6,416	691,398	173,585	22,708,323
Entered for consumption	4,170	1,521,392	265,471	72,707,420	6,272	17,029,241	254,992	71,973,468
Total at the port.....	10,150	10,427,764	437,350	100,341,935	9,514	22,299,160	444,556	93,457,131

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Bank Statements.

REPORT OF THE CONDITION OF THE
RHANOVER NATIONAL BANK, of the
City of New York, at New York, in the State of New
York, at the close of business, September 30, 1884:

RESOURCES.	
Loans and discounts	\$6,834,191 58
Overdrafts	4 52
U. S. bonds to secure circulation	585,000 00
Other stocks, bonds and mortgages	3,000 00
Due from other national banks	445,975 71
Due from State banks and bankers	97,942 19
Real estate	37,754 99
Current expenses and taxes paid	59,505 96
Premiums paid	26,825 69
Checks and other cash items	7,381 85
Exchanges for Clearing House	607,002 46
Bills of other banks	175,482 51
Fractional paper cur'cy, nickels & pennies	55 60
Specie	2,444,735 00
Legal-tender notes	675,961 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	26,325 00
Total	\$11,853,918 55

LIABILITIES.	
Capital stock paid in	\$1,000,000 00
Surplus fund	525,000 00
Undivided profits	175,482 51
National bank notes outstanding	526,500 00
Dividends unpaid	1,911 00
Indiv. depos. sub. to check	43,448 51
Demand cert' of deposit	1,237 94
Certified checks	107,499 78
Cashier's checks outst'g.	4,881 57
Due to other nat'l banks	\$3,750,758 51
Due to State b'ks & b'kers	2,193,023 53
Total	\$11,853,918 55

State of New York, County of New York, ss:
I, JAS. M. DONALD, Cashier of the above-named
bank, do solemnly swear that the above statement
is true to the best of my knowledge and belief.Subscribed and sworn to before me this 23 day
of October, 1884. Notary Public, N. Y. County.
Correct—Attest: JAS. T. WOODWARD,
SIGOURNEY W. FAY,
MARTIN S. FECHHEIMER, } Directors.REPORT OF THE CONDITION OF THE
MERCANTILE NATIONAL BANK,
at New York, in the State of New York, at the close
of business Sept. 30, 1884:

RESOURCES.	
Loans and discounts	\$5,081,307 30
Overdrafts	699,000 00
U. S. bonds to secure circulation	699,000 00
Other stocks, bonds and mortgages	12,000 00
Due from other Nat. banks	24,403 25
Due from State b'ks and bankers	22,143 75
Real estate, furniture and fixtures	200,000 00
Current expenses and taxes paid	34,687 16
Premiums paid	45,000 00
Checks and other cash items	4,426 53
Exchanges for Clearing House	401,931 45
Bills of other banks	23,927 00
Specie	1,369,815 25
Legal-tender notes	390,550 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	31,450 00
Total	\$8,601,000 73

LIABILITIES.	
Capital stock paid in	\$1,000,000 00
Surplus fund	200,000 00
Undivided profits	88,455 54
National bank notes outstanding	699,000 00
Dividends unpaid	81 00
Individual deposits subject to check	2,352,962 96
Demand certificates of deposit	502 74
Certified checks	113,881 54
Cashier's checks outstanding	2,762 13
Due to other national banks	2,604,008 99
Due to State banks and bankers	1,624,815 63
Total	\$8,601,000 73

State of New York, County of New York, ss:
I, F. B. SCHENCK, Cashier of the above-named
bank, do solemnly swear that the above statement
is true, to the best of my knowledge and belief.Subscribed and sworn to before me this 23 day
of October, 1884. Notary Public, N. Y. County.
Correct—Attest: S. M. MILLIKEN,
HAS. M. VAIL,
WM. P. ST. JOHN, } Directors.REPORT OF THE CONDITION OF THE
NATIONAL BANK OF THE CREDIT PUBLIC,
at New York, in the State of New York, at the close
of business Sept. 30, 1884:

RESOURCES.	
Loans and discounts	\$3,850,258 66
Overdrafts	2,848 62
U. S. bonds to secure circulation	470,000 00
Other stocks, bonds and mortgages	104,425 25
Due from other national banks	484,077 04
Due from State banks and bankers	47,389 90
Real estate, furniture and fixtures	600,000 00
Current expenses and taxes paid	13,105 00
Premiums paid	64,618 75
Checks and other cash items	34,461 85
Exchanges for Clearing House	1,043,493 02
Bills of other banks	37,456 00
Fractional paper cur'cy, nickels & pennies	197 12
Specie	\$1,210,950 00
Legal-tender notes	675,558 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	21,150 00
Total	\$1,907,658 00

LIABILITIES.	
Capital stock paid in	\$1,500,000 00
Surplus fund	50,000 00
Undivided profits	90,983 99
National bank notes outstanding	370,850 00
Dividends unpaid	14,378 50
Indiv. depos. sub. to check	\$2,285,707 46
Demand cert' of deposit	50,192 00
Certified checks	788,500 12
Cashier's checks outst'g.	70,258 80
Due to other Nat'l banks	2,406,708 23
Due to State b'ks & b'kers	583,905 98
Total	\$8,659,621 11

State of New York, County of New York, ss:
I, E. H. PULLEN, Cashier of the above-named
bank, do solemnly swear that the above statement
is true, to the best of my knowledge and belief.Subscribed and sworn to before me this 23 day
of October, 1884. Notary Public, Kings Co., N. Y.
Correct—Attest: JOHN JAY KNOX,
ORSON A. ADAMS,
GEORGE B. CARHART, } Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE
CHEMICAL NATIONAL BANK OF
NEW YORK, at New York, in the State of New
York, at the close of business on the 30th day of
Sept., 1884:

RESOURCES.	
Loans and discounts	\$14,272,333 85
Overdrafts	4,993 02
U. S. bonds to secure circula'n (par val.)	100,000 00
U. S. bonds on hand (par value)	368,000 00
Other stocks and bonds	7,076 50
Clearing House loan cts. of other b'ks	450,000 00
Due from other national banks	1,383,033 99
Due from State and private banks and bankers	470,652 70
Banking house	100,000 00
Current expenses	10,569 08
U. S. Mint	5,000 00
Checks and other cash items	89,838 50
Exchanges for Clearing House	3,240,924 38
Bills of other banks	123,500 00
Fractional paper cur'cy, nickels & cents	3,161 00
Specie, viz—Gold coin	\$2,106,505 00
Gold treasury certificate 3,950,000 00	
Due to Clear'g House cts.	390,000 00
Silver coin	211,005 00
Legal tender notes	865,226 00
Due from U. S. Treasurer, other than 5 per cent redemption fund	15,000 00
Total	\$28,081,980 00

LIABILITIES.	
Capital stock paid in	\$300,000 00
Surplus fund	3,000,000 00
Undivided profits	1,090,488 77
State bank circulation outstanding	10,880 00
Dividends unpaid	2,220 00
Individual deposits sub- ject to check	\$19,554,137 30
Demand certificates of deposit	519,621 50
Certified checks	205,595 04
Cashier's checks outst'g	96,276 72
Due to other national banks	2,251,593 17
Due to State & private banks & bank ers	1,051,713 50
Total	\$28,081,980 00

State of New York, County of New York, ss:
I, WM. J. QUINLAN, Jr., Cashier of the Chemical
National bank of New York, do solemnly swear
that the above statement is true, to the best of my
knowledge and belief.Correct—Attest: J. A. ROOSEVELT,
FREDERIC W. STEVENS, } Directors.
G. G. WILLIAMS,
Sworn to and subscribed before me this 3d day
of October, 1884. Notary Public, N. Y. County.

Publications.

HAND-BOOK

OF

Railroad Securities

JULY, 1884.

DESCRIPTION; INCOME;

PRICES; DIVIDENDS.

CONTENTS.

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against income, of all Railroads whose
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Baltimore.

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For the year 1883, and to July in 1884.RAILROAD BONDS AND STOCKS IN BOSTON—
For the year 1883, and to July in 1884.RAILROAD AND CANAL BONDS AND STOCKS IN
PHILADELPHIA—For the year 1883, and to
July in 1884.RAILROAD BONDS AND STOCKS IN BALTIMORE—
For the year 1883, and to July in 1884.

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YEARLY RANGE OF ACTIVE STOCKS—Date of
highest and lowest prices made in the years
1852 and 1883, and to July in 1884.

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DIVIDENDS ON RAILROAD STOCKS sold at the
Exchanges in New York, Boston, Philadel-
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